

**COMMENTS RECEIVED DURING THE  
PUBLIC REVIEW AND COMMENT PERIOD**



**Cummings, Christina G**

---

**From:** Glenn Rogers  
**Sent:** Wednesday, May 16, 2012 5:39 AM  
**To:** Germanos, Nicholas M Civ USAF HQ ACC/A7PS  
**Subject:** In favor of F-35 for burlington VT. Airport

GS-1

Dear Mr. Germanos:

I read with interest the recent article in the Burlington free press about the possible F-35 noise issue. While it appears that the noise will be louder in the direct vicinity of Burl. airport that is only a factor in the immediate vicinity of the airport. It appears that is NOT a factor once the airplane gets higher. From what I understand, the airplane will not use the afterburner, (whereas the F-16 uses em now), it has more power and thus (as an outsider who was not at the meetings) would appear to be able to "climb out" faster and higher and probably land quicker thus making the noise time less. The F-35 has a longer range and thus there will be fewer noise times.

In my opinion, its a win for Vermont. Its a win because of the economics, the workforce, the snowblowing/plowing in the winter, and the maintenance at the airport. It's a win because its probably the only site in the northeast for the aircraft. Its a win because it keeps our shores and our country safe. Its a win because of the overall positive impact for the community, the state, the region, and the industry. Even the noise might be a win as the Burlington International Airport is currently the largest purchaser of homes in the region and the largest re-development industry in Vermont. (The airport is buying up a lot of homes right now and the F-35 is not even part of the picture).

The airport was here before many of the homes. The airport was here before many of the complainers were here. We all bought homes here knowing of the noise. We all knew that commercial flights would get more frequent, larger and louder. We knew that the F-102 that I grew up with was not going to be permanent, nor was the EB-57, nor the F-4. We all cherished the F-16 arrival and we haven't even seen an F-35 yet.

I lived under the low level flight of many aircraft over the years and it was the sound of freedom. These people are wonderful. The aircraft is a sign of our freedom. Bring em' on. I embrace the changes and want the aircraft here, along with all the economic impacts. The noise.... is overblown. Try living in Israel. You want tension, noise, and un-rest.... try that country or worse still - try other middle east countries.

Bring em' on. I endorse the F-35.

Glenn

--

Glenn Rogers

This communication may contain privileged and/or confidential information. It is intended solely for the use of the addressee. If you are not the intended recipient, you are strictly prohibited from disclosing, copying, distributing or using

any of this information. If you received this communication in error, please contact the sender immediately and destroy the material in its entirety, whether electronic or hard copy. This communication may contain nonpublic personal information about consumers subject to the restrictions of the Gramm-Leach-Bliley Act. You may not directly or indirectly reuse or redisclose such information for any purpose other than to provide the services for which you are receiving the information.



-----Original Message-----

From: Rickie Emerson

Sent: Wednesday, May 23, 2012 11:32 AM

To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS

Subject: As requested

Dear Mr. Germanos,

Thank you for returning my call about my concern over the possibility of the new F35s being based at the Burlington VT airport which is about 3 miles away from my home. I am opposed to basing the F35s here because of the noise factor which will lower my property value. I am a 70 year old retired librarian who has lived in this house for over 40 years. My home, which is paid for, is the biggest piece of equity I have. If I become ill (which seems likelier as I age) I will need to sell it. I'm afraid the noise level will impact the sale price because when the current F16 take off now, the noise level is so great I cannot hear a person speaking to me on the phone, nor can they hear me. If the F35 has twice the decibel level, that will become intolerable. I have great respect for the Guard but please locate those planes somewhere else that will not impact so many neighborhoods.

GO-2

SO-1

Thank you for taking my comments into consideration. Feel free to contact me if you want more information. And good luck in finding the proper home base -- NOT SOUTH BURLINGTON VT -- for the F35s!

Sincerely,

Frederica M. Emerson

Williston, VT

United States Senate  
WASHINGTON, DC 20510-4404

M003

COMMITTEES:

JUDICIARY

ENERGY AND  
NATURAL RESOURCES

FOREIGN AFFAIRS

JOINT ECONOMIC  
COMMITTEE

May 1, 2012

Mr. Nicholas Germanos, HW ACC/A7PS  
129 Andrews Street, Suite 332  
Langley AFB, VA 23665

GS-1

Dear Mr. Germanos:

I wish to express my full support for Hill Air Force Base being the preferred alternative for the F-35A operational base. Selecting Hill Air Force Base as the F-35A base is in the Nation's strategic defense interest as Hill Air Force Base is uniquely positioned and prepared to execute such an important, on-going mission.

Hill Air Force Base is the ideal location for F-35As for numerous reasons, including its proximity to the Utah Test and Training Range, operational efficiencies and community support.

The range proximity is obvious and advantageous. The operational efficiency of having a fighter mission located on an air force depot is a powerful example of the kind of effective consolidation the Secretary of Defense has declared desirable. The communities surrounding the base have been more proactive than any other area in reserving easements for fly zones off both ends of the runway. The State and local communities have spent well over \$20 million in property acquisition to protect the base from urban encroachment. The community has heard "the sound of freedom" for many decades and continues to express their overwhelming support for northern Utah being home to such a vital United States defense force.

I add my support to that of the entire Utah delegation, along with Mayors Steve Curtis of Layton, Jeffery Monroe of South Weber, Don Wood of Clearfield, Bruce Burrows of Riverdale, Joe Ritchie of Roy, Mike Caldwell of Ogden, Jamie Nagle of Syracuse, and Chad Bangerter of Sunset. We all stand together in support of Hill Air Force Base and the placement of the three full squadrons of F-35As.

If you have questions or need additional information I will make myself available at any time, along with either my staff in Utah and Washington, DC.

Best regards,

A handwritten signature in blue ink, appearing to read "Michael S. Lee", with a stylized flourish at the end.

Michael S. Lee  
United States Senator

MH/ss

May 3, 2012



Mr. Nick Germanos  
F35A EIS Project Manager  
HQ ACC/A7PS  
129 Andrews St., Ste. 102 (Rm 337)  
Hampton, VA 23665-2769

Re: F-35A Operational Wing Beddown  
Shaw Air Force Base, McEntire Joint Air National Guard Base  
Sumter and Richland Counties, South Carolina  
SHPO Project No. 12-RD0052

Dear Mr. Germanos:

Our office received a letter on April 9 regarding the above-referenced project. We also received a draft Environmental Impact Statement as supporting documentation for this undertaking. The State Historic Preservation Office is providing comments to the Department of the Air Force pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

We understand that Shaw Air Force Base and McEntire Joint Air National Guard Base are two optional locations of six under consideration with this EIS. If either base in South Carolina is ultimately chosen, our office requests that the Air Force base conduct Section 106 consultation with our office and members of the public for these bases. Based on the EIS, it is unclear if the Air Force has identified the Area of Potential Effect for direct and indirect effects and identified historic properties within the APE.

CR-1

CR-2

If you have any questions, please contact me at (803) 896-6183 or [dobrasko@scdah.state.sc.us](mailto:dobrasko@scdah.state.sc.us).

Sincerely,

*Rebekah Dobrasko*

Rebekah Dobrasko  
Supervisor of Compliance, Tax Incentives, and Survey  
State Historic Preservation Office





April 30, 2012

GS-1

HQ ACC/A7PS  
129 Andrews Street, Suite 102 (Rm 337)  
Hampton, Va 23665-2769

Subject: F-35A Operational Wing Bed down Draft Environmental Impact Statement (EIS)

To whom it may concern,

My name is Paula Riggs and I am the Executive Director of Economic Development for the City of Mountain Home. I strongly support basing the F-35 at Mountain Home Air Force Base.

Our local government is planning for a bright future for the Mountain Home AFB. The city is committed to upgrading sewer and water systems for the next 20 years. Mountain Home residential construction has been as high as 325 percent a year in the last decade and developers are ready to continue that growth. Preparing for the United States Air Force F-35 Joint Strike Fighter Aircraft has been a long-term project for the Mountain Home AFB community involving a grassroots effort by local citizens and great support by Idaho's elected officials. The infrastructure of Mountain Home AFB ranks with the best in the United States. The base recently added 910 new housing units, and 480 more are planned for the 10 year housing privatization program.

Mountain Home AFB located just 10 miles south of Mountain Home has ample room for growth. Over 40 years ago, Elmore County established a 2 mile buffer around Mountain Home AFB protecting it from encroachment, limiting its use to agriculture and allowing only one house per 320 acres. Mountain Home AFB Range Complex is one of the best in the Air Force, providing over 7 million acres of Military Operating Airspace and there are no "Federal Airways" that interfere with training.

Mountain Home Air Force Base is indeed a World Class Training Range Complex, I encourage you to consider basing F-35s here as it is an excellent use and efficiency of one of the nation's best training ranges!

Sincerely,

A handwritten signature in dark ink, reading "Paula N. Riggs". The signature is fluid and cursive, with the first name "Paula" being more prominent.

Paula N. Riggs  
Executive Director of Economic Development  
City of Mountain Home

-04-27-12-

M006

GS-1

Ratg!

do the C.I.A. a part of your A.F.B. or

Separate.

be after per "jump" the C.I.A.  
facilities & for the sake of the A.F.B. mentioned  
along with it. just interested, they got

Ang  
H.

GS-1

April 26, 2012

HQ ACC / A7 PS  
129 Andrews Street  
Suite 102, Room 37  
Hampton, VA 23665-2769

Dear Ladies and Gentlemen,

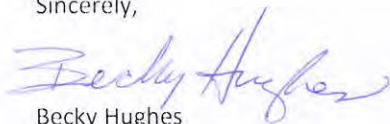
I am writing in support of the F-35As being stationed at Mountain Home Air Force Base.

My husband and I have lived in Mountain Home, Idaho for almost 15 years. My husband was active duty and stationed at MHAFB for the first 7 years. Upon his retirement from the Air Force we chose to remain in Mountain Home because it is such a military friendly community. The town people welcome the base personnel and their families with open arms; and MHAFB itself is a great place to be stationed.

The weather in Southern Idaho is wonderful. There are very few days each year that do not permit flying. The large open range surrounding the base not only allows for a variety of training exercises but eliminates any noise issues for the town.

Placing the F-35As, or any new aircraft or missions, at MHAFB will be in the best interest of everyone involved.

Sincerely,



Becky Hughes



GS-1

Norman J Boyden III

May 14, 2012

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



Norman J Boyden III  
Vietnam Veteran



GS-1

Nick Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Dear Mr. Germanos;

I would like to begin by saying thank you to all of the Military personnel working so diligently to protect our country. We are able to sleep sounder at night knowing that there are brave men and women not sleeping just to keep the United States safe.

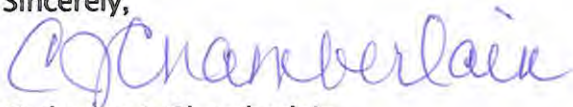
I would be proud to have the F-35's take up residency in Burlington, VT but can we keep the F-16 too? Seeing and hearing those jets fly over my house makes my heart skip a beat every time. People who complain about the noise while they sit in the comfy surrounds of their homes, watching the latest version of Survivor should really stop and look at the BIG picture and then buy a set of headphones. These jets are used to protect our country. Without them and their highly skilled pilots where would we be?

People are concerned about the impact these jets would have on the environment and civilian ears. Well, they can shake my soil & bust my eardrums anytime because each time they take off and land it makes me more aware of the great sacrifices our Military personnel and their families are making for us every day of their lives to keep us safe while we sit in our cushy chairs, eating our Ben & Jerry's Ice Cream watching Lost.

Complainers need to stand up, give a cheer and be proud that their hometown of Burlington, in this great state of Vermont, is honored to even be considered as future home to these great machines.

Please bring the F-35's to Burlington!

Sincerely,



Catherine J. Chamberlain

A proud American



AT PC WE GO ABOVE AND BEYOND ON EVERY JOB, PERIOD.

GS-1

May 9, 2012

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

I am pleased to hear that the Vermont Air National Guard is being considered as a "preferred alternative" location for the F-35 Lightning II. As a result of serving on regional and statewide economic development boards, I have come to appreciate the broad positive impact, and economic multiplier effect, of having this investment occur in Vermont.

I would like you to know that I support this project and hope that Vermont will be selected for this important investment in our nation's defense infrastructure. The Vermont Air National Guard is a great neighbor, and an important contributor to Vermont for over 65 years. The Vermont Air Guard presence enhances our small, but important aviation/defense cluster of companies and further investment will advance the economic vitality of our state and region.

I will try to attend one of the formal public hearings, though currently I have a conflict. So, I have decided to write this letter and let you know that there are many Vermonters who fully support this effort. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for considering Vermont and giving us the opportunity to express our support.

Sincerely,

Mary Lintermann, P.E.  
Director / Employee Owner



DISTRICT 22  
BOISE AND ELMORE COUNTIES

HOME ADDRESS  
357 SE CORDER DRIVE  
MOUNTAIN HOME, IDAHO 83647  
(208) 587-8562  
CELL (208) 599-0427  
FAX (208) 587-5871



OFFICE ADDRESS  
STATE CAPITOL  
P.O. BOX 83720  
BOISE, IDAHO 83720-0081  
(208) 332-1300  
FAX (208) 334-2320  
TCORDER@SENATE.STATE.ID.US

M011

**Idaho State Senate**  
**SENATOR TIM CORDER**

GS-1

**HQ ACC/A7PS**  
**129 Andrews Street, Suite 102 (Rm 337)**  
**Hampton, Va 23665-2769**

**SUBJECT: F-35A Operational Wing Beddown Draft Environmental Impact Statement (EIS)**

Dear Sirs,

I strongly support the basing and beddown of the F-35A unit at Mountain Home AFB, Idaho. As the State Senator for District 22 in Idaho, I have been closely involved in the Mountain Home AFB and seen first hand their capabilities. I was an Honorary Gunfighter in 2010 and witnessed the capacity and the remarkable ability of the 366<sup>th</sup> Fighter Wing to perform their mission. The addition of an F-35A wing would be a tremendous benefit to the Air Force providing great training opportunities with one of the best fighter wings in the Nation.

Mountain Home AFB is located 10 miles south of the city of Mountain Home and has been protected from encroachment by future thinking county planners with zoning ordinances that added a 2 mile buffer from encroachment. This buffer will eliminate any noise concerns that have surfaced at other locations. The base has ample room for the addition of a 2<sup>nd</sup> runway and the addition of a second wing.

Mountain Home AFB is located just a few minutes from the Mountain Home Range Complex that is one of the best in the Nation. It has 2 drop ranges and numerous threats emitter locations that can replicate real world operational training needs. The ranges capability is greatly enhanced by the remote area that it covers with little or no encroachment issues to hamper training activities.

The draft EIS supports my position that Mountain Home AFB is the ideal home for the F-35A.

With great confidence in the outcome,

A handwritten signature in black ink, appearing to read "Tim Corder", written over a light blue horizontal line.

Tim Corder

## VERMONT BANKERS ASSOCIATION, INC.



CHRISTOPHER D'ELIA  
President

CITY CENTER  
89 MAIN STREET, P.O. BOX 587  
MONTPELIER, VERMONT 05601-0587  
TEL (802) 229-0341  
FAX (802) 223-5078  
VTBANKER@SOVER.NET  
WWW.VTBANKER.COM

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, Virginia 23665-2769

GS-1

Mr. Germanos,

I am the President of the Vermont Bankers Association and former Commissioner of the Vermont Department of Economic Development, I am a strong supporter of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II.

As a Vermont citizen and someone who is so proud of the men and women that serve in the Air National Guard, I hope the government will select our state for this most important and critical investment in our nation's defense infrastructure. The Vermont Air National Guard has been a great neighbor and contributor to the betterment of our state for 66 years. The Air Guard contributes most significantly to the economic vitality and emergency response capability of our state.

There is no question in my mind, the interests of our nation's defense and that of Vermont will be best served by awarding the F-35 program to the Air Guard base in Burlington.

On behalf of the banking industry in the State of Vermont, we look forward to the successful outcome of the Environmental Impact Statement and subsequent Record of Decision.

Sincerely,

A handwritten signature in blue ink that reads 'Christopher D'Elia'.

Christopher D'Elia  
President

May 14, 2012

Name:

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

*Thank God for the  
Vt. Air Guard.  
Good luck!*

Respectfully,

Paul H. Josoin



May 9, 2012  
Name: Diana Hanks  
Address:

GS-1

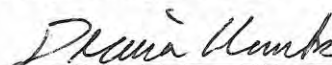
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158<sup>th</sup> FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully, Diana Hanks



---



Dynapower Company  
85 Meadowland Drive  
South Burlington VT 05403  
(802) 860-7200

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

I am a lifelong Vermonter and work for Dynapower, and energy supply products manufacturer in South Burlington, Vermont. Our plant is under the flight path of our airport and we are strong supporters of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II.

I am very hopeful that the government will select Vermont for this important investment in our nation's defense infrastructure. The Vermont Air National Guard has been a great neighbor to us and a very significant contributor to the betterment of our state for 66 years.

The Vermont Air Guard is very important to the economic vitality of our state and region and I strongly believe that the people of the state of Vermont, our surrounding states and our nation will greatly benefit from this vitally investment in our Vermont Air Guard.

I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in blue ink, appearing to read 'A. Pollak', is written over a faint, light blue circular background.

Aaron J. Pollak  
Business Development Director  
Dynapower Company

May 14, 2012

Name: Gary Brosseau

Address:

GS-1


Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen, veteran, and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

  
Gary Brosseau



HOME OFFICE &  
SMOKEHOUSES  
210 E. MAIN STREET  
RICHMOND, VT 05477



802-434-7500  
Fax: 802-434-7511  
WWW.HARRINGTONHAM.COM

May 9, 2012

GS-1

Mr. Nick Germanos, HQ ACC/ A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

RE: Vermont National Air Guard

Mr. Germanos:

I am a lifelong Vermonter and the COO of Harrington's of Vermont, a 139 year old producer of smoked meats and fine foods based in Richmond, Vermont.

I am a strong supporter of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II.

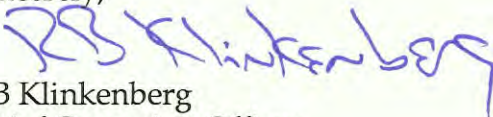
I hope that the government will select Vermont for this important investment in our nation's defense infrastructure. The Vermont Air National Guard has been a great neighbor and contributor to the betterment of our state for 66 years.

The Vermont Air Guard is a huge contributor to the economic vitality of our state and region. I strongly believe that the people of the state of Vermont, our surrounding states and our nation will greatly benefit from this vitally investment in our Vermont Air Guard.

I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Sincerely,

  
RB Klinkenberg  
Chief Operating Officer

  
WITH SHOPS IN  
SHELburne, MANCHESTER & RICHMOND, VERMONT  
GREENWICH, CONNECTICUT

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Date *17 May 9, 2012*

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - \$53M annually

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

The Vermont Air National Guard enjoys a strong and wonderful reputation with Vermonters for being essential first responders when natural disasters strike at home. A prime example of this is when Hurricane Irene hit Vermont last year; the Vermont Air National Guard was quickly on the scene in many Vermont Towns with rescue equipment, medical supplies and much needed manpower.

We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards,

*Jim Brault*  
*Past member Vermont National Guard*  
*Korean War Period*



May 14, 2012

Name: *James Brouillette*

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*Jim Brouillette*

May 14, 2012

Name: Q. A. Smith

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Q. A. Smith

May 14, 2012

Name: *Donna Bushey*

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*Donna Bushey*

May 14, 2012

Name: *M. A. Leish*

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*M. A. Leish*



May 14, 2012

Name: *Mary Frances Collins*

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*Mary Frances Collins -**Please don't use for publication. Thank you!*

May 14, 2012

Name: *Roy Bushey*

Address:

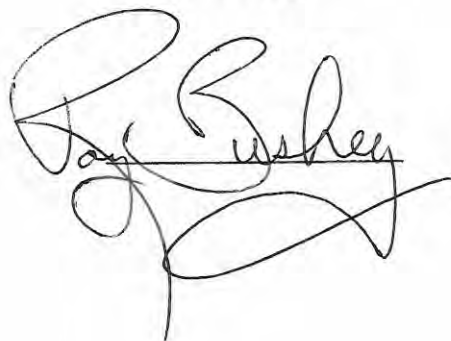
GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in black ink, appearing to read "Roy Bushey", with a large, stylized flourish extending from the bottom.



May 14, 2012

Name: JOAN FINNEGAN

Address:

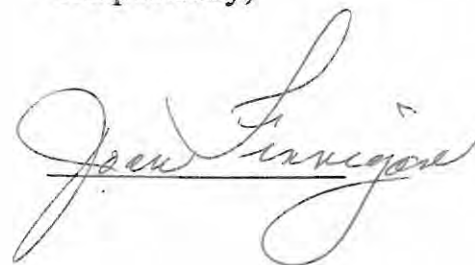
GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Joan Finnegan". The signature is written in dark ink and is positioned below the word "Respectfully,".



## Western Elmore County Recreation District

**Enriching Families & Building Community**

245 East 6<sup>th</sup> South

Mountain Home, Idaho 83647

Phone 208-580-2377 / Fax 208-580-5517

[www.wecrd.org](http://www.wecrd.org)

Jana Borgholthaus, President

Mollie Marsh, V-President

Scott Sessions, Director

May 9, 2012

HQ ACC/A7PS

129 Andrews Street, Suite 102 (Rm 337)

Hampton, VA 23665-2769

GS-1

SUBJECT: F-35A Operational Wing Beddown Draft Environmental Impact Statement

The community of Mountain Home has enjoyed an extremely positive relationship with the Mountain Home Air Force Base for over forty years. Air Force Appreciation Day is celebrated every September with the longest parade in Idaho and a free community barbecue that serves thousands.

The Western Elmore County Recreation District (WECRD) contributes to this relationship by funding youth sports through its *Let's Play* initiative as well as providing a venue for exercise/fitness classes and theatre group rehearsals and performances. All of the dependent children attend Mountain Home schools so the WECRD is working with the YMCA to build a recreation center within walking distance of the schools. Following the example of the Lied Activity Center in Bellevue, Nebraska, home of Offutt Air Force Base, the WECRD is developing a YMCA to benefit all families by providing lifelong learning in education and wellness opportunities.

Military families find Mountain Home to be welcoming and full of recreational opportunities that are expanding constantly. Small town values with a cosmopolitan feel makes Mountain Home so desirable that many retired military personnel continue to live here after leaving active duty. Please give every consideration to Mountain Home Air Force Base for the F-35A.

Sincerely,

Jana Borgholthaus  
President

May 14, 2012

Marilyn Frederick

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing in support of the F35's being based in Vermont at the Vermont Air National Guard.

I was fortunate to see these jets in action up in Alaska while visiting the Elmendorf Air Base. The noise level did not seem louder to me than the F16's, and I watched the F35's practice take offs, landings, and what appeared to me to be some of the greatest banked turns/stops in the sky I have ever seen. These are fun to watch. Honestly, the pitch seemed lower to me than the F16, so in fact, for me, less objectionable. No scientific readings here, just my opinion, but I do not like sustained noise at all (such as rock concerts, race tracks etc) and I did not find these jets objectionable.

Having worked 13 years in South Burlington listening to take-offs of all types and living 22 years in Underhill, where at times windows vibrate their repercussion from the Ethan Allen firing range practice, I do not object. Our service forces need to practice and I'm fine with them doing so, even if it is in my "back yard". If it means our safety, my ears and my windows can handle it!

Respectfully



Marilyn R. Frederick



May 14,  
2012

Name: Michael P. Gerace

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully, 

Nick Germanos  
HQ ACC/A7PS  
129 Andrew St. Suite 337  
Langley Air Force Base, VA 23665-2769

May 14 2012

GS-1

We are not as close to the direct flight path as some people but we can hear the F/16's take off every time. When they circle to land they go right over our house. We love the sound of Freedom and the Pilots that risk their life making sure we can still hear them. I think the USA is wise to put the F35's in Vermont an unlikely target in an attack but close enough to some of the big targets for a quick response. We say bring them on Real Vermonter's will support them.

God Bless America and Our Troops

Howard & Elaine Kirby

May 14, 2012

Name: RICHARD E. LABELLE

Address:

GS-1

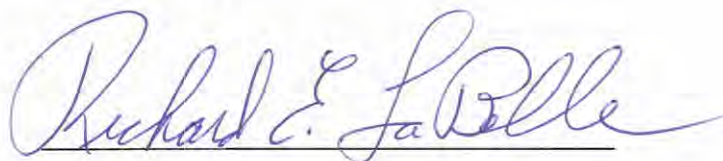
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in blue ink that reads "Richard E. Labelle". The signature is written in a cursive style and is positioned above a horizontal line.



Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Date *May 14, 2012*

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **\$53M annually**

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

The Vermont Air National Guard enjoys a strong and wonderful reputation with Vermonters for being essential first responders when natural disasters strike at home. A prime example of this is when Hurricane Irene hit Vermont last year; the Vermont Air National Guard was quickly on the scene in many Vermont Towns with rescue equipment, medical supplies and much needed manpower.

We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards,





Office of the President

Corrected Version

May 11, 2012

GS-1

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

RE: F35 EIS – VTANG

Dear Mr. Germanos:

Saint Michael's College is probably the institution that would be most affected by the proposed F-35 operations, just as we are most affected by the current F-16 operations, since we lie directly under their flight path. I personally support this new installation for four reasons.

First, the economic impact of these operations on the local community is substantial, and the consequences of losing over 1,000 local employees with a payroll of \$53 million annually would be devastating. The economic base of northwestern Vermont is not large and would suffer substantially were the new aircraft not to be stationed here.

Second, the College is very familiar with the interruptions to our activities caused by the current level of Vermont Air National Guard activities. While these disruptions are real and do require some accommodation on the part of instructors, staff and students, they are in fact of minimal duration. As a citizen, this strikes me as a minor inconvenience and a small, but appropriate, recognition of the responsibility of citizenship.

Third, the presence of the Vermont Air National Guard with their accompanying activities is an important educational element for the young citizens who attend Saint Michael's, regardless of their opinions regarding the military. Indeed, for an education to be truly liberal, all views must be considered. Uninformed beliefs without true engagement are a danger that this country's young people cannot afford and neither can the nation.

Finally, Vermont Air National Guard personnel are our friends and neighbors, and it is good for all of us that this is so. How better for Guard members to learn of the concerns of other citizens and for all of us to understand the very real obligations of the Vermont Air National Guard. We first learned the fundamental importance of citizen-soldiers on the long battle road of April 19, 1775, and we ought not forget it. We may agree or disagree with any particular military



Mr. Nicholas Germanos  
May 11, 2012  
page two

operation our nation undertakes, but this does not free us from the obligation to engage with those for whom duty to country is compelling.

I believe that stationing the new F-35 operations in Vermont is critically important and just recognition of a state that has sacrificed disproportionately in recent peacekeeping efforts. Thank you for your serious consideration.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "John J. Neuhauser".

John J. Neuhauser  
President

JJN/lbp

May 14, 2012

GO-2

Nick Germanos

HQ ACC/A7PS

129 Andrews St., Suite 337

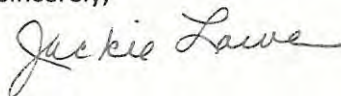
Langley Air Force Base, Va. 23665-2769

Dear Mr. Germanos,

I live in Williston, Vt. approximately 5 miles from the Burlington International Airport. At the present time we can hear the planes at the airport and at the Guards when they are starting up to take off. If the flight pattern is going over our house, my windows shake and the china in my china cabinet shake now. I understand the F-35 is noisier, I can't imagine what will happen then.

I support the Guard Units here in Vermont and I am very proud of what they have accomplished over the last year. They have fought in Afghanistan, they have helped tremendously the flood victims of Irene, and they are an integral part of our community. I just think this community is too small to house the F-35. After all it is Vermont.

Sincerely,

A handwritten signature in cursive script that reads "Jacquelyn S. Lowe". The signature is written in dark ink and is positioned above the printed name.

Jacquelyn S. Lowe



## OFFICE OF PLANNING AND BUDGET

Nathan Deal  
Governor

Debbie Dlugolenski Alford  
Director

### GEORGIA STATE CLEARINGHOUSE MEMORANDUM EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Nick Germanos  
HQ ACC/A7PS  
Dept. of the Air Force  
129 Andrews Street, Suite 102  
Hampton, VA 23665-2769

GS-2

FROM: Barbara Jackson *bj*  
Georgia State Clearinghouse

DATE: 5/11/2012

PROJECT: Draft EIS: U.S. Air Force F-35A Operational Basing

STATE ID: GA120409021

The applicant/sponsor indicated that they coordinated directly with the following reviewing agencies: Georgia DOT's Aviation Programs; DNR's Environmental Protection Division; DNR's Wildlife Resources Division; DNR's Historic Preservation Division.

The applicant/sponsor is advised to note additional comments from Coastal RC of Georgia.

Provided that there is continued coordination on this project and any future issues and/or concerns are addressed satisfactorily, the State level review of the above-referenced proposal has been completed, and the proposal found to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for Developments of Regional Impact (DRI), environmental impacts, federal executive orders, acts and/or rules and regulations with which the state is concerned.

/bj

Enc.: CSRA RC, May 11, 2012  
Coastal RC of Georgia, May 4, 2012  
Heart of Georgia Altamaha RC, Apr. 27, 2012

Form NCC  
Oct. 2008





**CENTRAL SAVANNAH RIVER AREA  
REGIONAL COMMISSION**

3023 River Watch Parkway, Suite A  
Augusta, GA 30907-2016  
(706) 210-2000 • FAX (706) 210-2006  
www.csrarc.ga.gov



Counties Served:

**DATE:** May 8, 2012

Burke

**TO:** Department of the Air Force

**FROM:** Martin Laws, Regional Planner

Columbia

**SUBJECT:** Executive Order 12372 Review

Glascock

**Applicant:** Department of Air Force  
**Project:** Environmental Impact Statement  
**State Clearinghouse ID #:** GA120409021  
**CSRA RC Staff Contact:** Martin Laws  
**Federal Funds Requested:** 0  
**Federal Agency:** Department of Air Force

Hancock

Jefferson

Jenkins

The CSRA Regional Commission has reviewed the Summary Notification for the above-referenced project.

Lincoln

The RC has recommended approval of the project. You should now file your formal application with the appropriate federal agency. A copy of this form must be attached to your formal application.

McDuffie

**Comments:**

Richmond

Comments were solicited during this review. No comments were received.

Taliaferro

Copy to State Clearinghouse

Warren

Washington

Wilkes

**RECEIVED**

**MAY 11 2012**

**GEORGIA  
STATE CLEARINGHOUSE**



For information on the Area Agency on Aging (AAA), a division of the CSRA Regional Commission, call (706) 210-2018 or toll free (and TDD) 1-888-922-4464. The AAA is your "Gateway to Community Resources" for seniors and individuals with disabilities. The CSRA Regional Commission is an Equal Opportunity Employer and Provider.

D 00 Remote ID: R page 01 of

**GEORGIA STATE CLEARINGHOUSE MEMORANDUM  
EXECUTIVE ORDER 12372 REVIEW PROCESS**

TO: Barbara Jackson  
Georgia State Clearinghouse  
270 Washington Street, SW, Eighth Floor  
Atlanta, Georgia 30334

FROM: MR. DAVID DANTZLER  
COASTAL RC OF GEORGIA

APPLICANT: Dept. of the Air Force

PROJECT: Draft EIS: U.S. Air Force F-35A Operational Basing

STATE ID: GA120409021

FEDERAL ID:

DATE: May 5, 2012

X This notice is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

Please see attached analysis and comments (1 page).

This notice is not consistent with:

- ☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word or words and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).
- ☐ The criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by this agency. Negative environmental impacts or provision for protection of the environment should be pointed out. (Additional pages may be used for outlining the inconsistencies). Be sure to put the GA State ID number on all pages).
- ☐ This notice does not impact upon the activities of the organization.

**NOTE: Should you decide to FAX  
this form (and any attached pages),  
it is not necessary to mail the  
originals to us. [770-344-3568]**

Form SC-3  
Aug. 2010

RECEIVED

MAY 04 2012

GEORGIA  
STATE CLEARINGHOUSE



D 00 Remote ID: R page 01 of

GEORGIA STATE CLEARINGHOUSE MEMORANDUM  
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Barbara Jackson  
Georgia State Clearinghouse  
270 Washington Street, SW, 8th Floor  
Atlanta, Georgia 30334

FROM: MS. ROBIN B. NAIL  
HEART OF GEORGIA ALTAMAHA RC

RBN

APPLICANT: Department of the Air Force

PROJECT: Draft EIS: U.S. Air Force F-35A Operational Basing

STATE ID: GA120409021

FEDERAL ID:

DATE: 4/27/12

- ☒ This project is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

This project is not consistent with:

- ☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word(s) and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID no. and any Federal ID no. on all pages).
- ☐ The criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by your agency. Negative environmental impacts or provision for protection of the environment should be pointed out. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID no. and any Federal ID no. on all pages).
- ☐ This project does not impact upon the activities of the organization.

**NOTE:** Should you decide to FAX  
this form (and any attached pages),  
it is *not* necessary to mail the  
originals to us. [770-344-3568]

RECEIVED

Form SC-3  
Mar. 2012

APR 27 2012

GEORGIA  
STATE CLEARINGHOUSE





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

**Location:** Sumter H.S., Sumter, SC  
**Date:** 4-30-2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

*I could not stay for all of the briefing due to other appointments.*

*I had plenty of time to the briefing prior to their presentation.*

*I understand the process to determine the viability of potential basing options.*

*Show AFB will be an excellent location for a wing of F-35 aircraft.*

*The required training areas / ranges for proper training of the pilots.*

*The City / County of Sumter and the people of Sumter will support basing F-35's at Show.*

\*\*\*Please Print\*\*\*

**Name:** THOMAS R. OLSON, MAJ Gen USAF - Retired

**Address:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by May 10, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: Boise, ID  
 Date: 5/9/2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Having attended the hearing in Boise I found some of the information presented to be misleading. A chart indicating noise levels showed a jack hammer to be louder than the F-35. For ten years I have lived across the valley from the airport and have never heard or been disturbed by the sound of a jack hammer being used at the airport or any where else across the valley. I have heard & been disturbed by jets taking off, landing & flying over the valley. Your assessment is completely misleading since it doesn't take into account how sound travels. This leads me to believe that other information presented may also be misleading?

I also found the answer to a question about F-35.

PI-8

NS-25

\*\*\*Please Print\*\*\*

over

Name: Bill Morse

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No \_\_\_\_\_

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

housed at Mtn Home flying into Gowen Field somewhat vague. First, the answer was only in emergencies & if runways were closed. Then later it was called no more than currently, which means that there could be joint Training missions such as those in the past. This was not articulated.

PA-1

If the F-35s based at Mtn Home do not fly into or over Boise I have no objections to them being at Mtn Home. If they will be doing training with Gowen Field planes over or around Boise I strongly oppose their deployment to Mtn Home.

Thank you





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** Northridge H.S. Layton, Ut.  
**Date:** 1 May 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

About 90% of the flights leaving H.A.F.B. take-off to the south. I believe the current (fuel saving) flight path used by fighter jets to access the Utah training range was ill conceived and possibly dangerous. The original flight path utilized the two miles of greenbelt at the south end of the runway to reach an altitude of about 7000 feet. Then the fighter jets would turn west to reach the training range. The current flight path requires pilots upon takeoff, to start turning west and climb to 6500 feet at the same time. This might save a little fuel, but it also creates more noise. (turning, climbing, and flying lower equals more noise.) I can't support a louder jet at H.A.F.B. unless the original flight path is re-established. (over)

\*\*\*Please Print\*\*\*

NS-11

**Name:** Gary W. Slate  
**Address:** \_\_\_\_\_  
\_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by May 10, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

After all, the twin engine F-4 was based at Hill for many years, but it used the original flight path. The fuel saving flight path has been used for 5 years, and in my opinion has not helped H.A.F.B.'s image at all. Some Air Force pilots fly like they care about the people below, others don't.





**NEVILLE COMPANIES**  
Commercial & Investment Real Estate

May 15, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos:

I write this letter to express my support of the F-35A deployment to Vermont. I have been a South Burlington, VT resident for 19 years, business owner, and very active in the community. I own a real estate management business with offices in South Burlington and in the Boston area. We own or operate roughly 3 million square feet of retail, office and residential property from here to Rhode Island.

My history includes owning a business which has been housed at both ends of the runways, and managing buildings in areas surrounding the airport. My firm managed, and occupied as a tenant, the Chace Mill, directly under the flight path on the Burlington / Winooski line, from 1986 to 2006 when it sold. In all that time we never lost a tenant due to noise, never had a prospective tenant identify noise or aircraft as a reason not to come, and actually never had an airport related complaint. Generally we knew the time of day if we heard a take-off, but any interruption was minor. The roar of the adjacent Winooski River was of greater concern.

My firm has managed residential real estate both in the area west and north of the airport in South Burlington, and in the Winooski flight path, and again have never lost a tenant due to noise or airport activity.

In 2005 I purchased 30 Kimball Avenue in South Burlington, a high quality office building overlooking the southwest end of the runway. I relocated my office there and am joined by a dozen other service related firms including insurance, software, banking, attorneys, and others. This was a substantial investment on my part and if I thought there was any chance that the flight activity would negatively impact occupancy, I would never have done so. To this day, we have never had a complaint about airport noise. While I understand future planes may be marginally louder, I seriously doubt we will see a negative impact.



The opportunity for South Burlington, Chittenden County and Vermont as a whole to win the right to host the F35 is significant to our economy and to the vibrancy of our community. The 1000+ jobs which would remain at the base in Vermont, and the myriad of local jobs saved by the base remaining, needs to be the primary focus of this study.

I fully support and am committed to the F35 coming to Vermont, and hope the bed-down of the F35 can commit Vermont to another 50 years of supporting the Air Guard.

Thank you for your time and your commitment to keeping the air guard at Burlington.



John N. Wilking



**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

Location: Burlington, VT  
Date: May 14, 2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

A decision to base F-35's in Vermont will  
Secure the future of the 158th Fighter Wing and  
the 1100 men and women who serve their  
State and Country so proudly -- For this reason  
I fully support the basing of F-35's in  
the Vermont Air National Guard.

\*\*\*Please Print\*\*\*

Name: Brianna Magnant

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No \_\_\_\_\_

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

My name is Ruth Drake and I am a resident of Burlington, VT. I was unable to attend the meeting. I would like to go on record as being vehemently opposed to having the F-35s located at the Burlington airport.

I am opposed to the F35s being located in Burlington, VT for the following reasons. | GO-10

According the EIS the noise pollution will be increased over that of the F-15s. | NS-2

The incidence of airplane accidents can only increase. | SA-1

The idling and preparing the planes for take-off will further pollute the air. | AQ-1

The destruction of low-income residential neighborhoods will increase. | EJ-1

The house values will plummet. | SO-1

Tourism will decrease markedly. Who comes to Burlington to endure extreme noise pollution? | SO-2

The quality of life in and around Burlington is important and our elected officers should take notice. | NS-5

I personally will no longer vote for Patrick Leahy, Bernie Sanders and Peter Welch, if they continue to support the F-35s being located in Burlington.

They need to listen to those who put them in office. They are inflicting pain and suffering on us and sacrificing our town, so each of them can have a feather in their cap.

Ruth Drake

Please respond that  
you received this  
and properly recorded it.





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: S. Burlington, VT  
 Date: 5/15/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

A decision to base F-35s in Vermont will secure  
the future of the 158th Fighter Wing and the 1100  
men and women who serve their state and  
country so proudly -- for this reason I fully  
support the basing of F-35s in the Vermont  
Air National Guard.

\*\*\*Please Print\*\*\*

Name: Tammie Schmitt  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

Thursday, May 17, 2012

HQ ACC/A7PS  
ATTN: Mr. Nick Germanos  
129 Andrews Street, Suite 337  
Langley Air Force Base, VA 23665-2769

GS-1

Mr. Germanos,

I am writing to you today to express my strong support for bringing the F-35 aircraft to Burlington, Vermont. While I did not have time to attend the recent public hearing at the South Burlington High School, I felt compelled to offer my opinion on the program. I currently live in Burlington and overlook the Winooski River and am located right along the approach path for runway 15 at BTV. Aircraft, including the existing F-16s, can be audibly heard and seen from my property during most hours of the day.

Despite this, I am a strong supporter of the F-35, even being aware of the increased noise that they bring. Partly, this is because that I feel that the F-16s are already so loud that that the additional noise from the F-35s will have not have a discernible difference in effect. The brief interruptions that result from the passing the the F-16s would not be made any less bearable or inconvenient with the additional noise that the F-35s produce. In short - the incremental increase in noise from the F-35s will have no different an actual effect on my lifestyle than the existing F-16s.

Furthermore, when I moved to this location, I was well aware of the noise from the airport, as well as other sources of noise in the area - in my case, a frequently traveled roadway, and a railway line across the river in Winooski. I purchased my home knowing full well that these sources of noise existed. No one who has lived in this area for any period of time is unfamiliar with the noise from the F-16s and if they found the aircraft noise so objectionable, they should have located farther away from a sizable airport.

While it is less relevant to the study you are conducting, I also believe that the Air National Guard base is an economic asset to our area, and that by embracing the next generation of aviation technology we ensure that the base will remain in the area for years to come.

I do want to make note that I have no connection with the Air National Guard base, nor any branch of the military or organization that would benefit from the choice o Burlington for the F-35 aircraft. I am purely writing as an interested citizen. I hope that my comments will be taken into account, and that within a few years I'll be able to see the F-35 flying in the skies around Burlington.

Thank you,



Ross Nizlek





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** Vermont Air National Guard - South Burlington  
**Date:** 5-18-12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

As a resident of Vermont, I fully support the proposal to locate F-35's in South Burlington. The Vermont Air National Guard is a positive force in our community. They are highly regarded by myself and many fellow Vermonters. Not only for their support in National Defense, but also to the Economic health of our State. Please highly consider our Air Base as an F-35 site.

Thank you

Cori Hill

\*\*\*Please Print\*\*\*

**Name:** Cori Hill

**Address:** \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



Nick:

May 15, 2012

GS-1

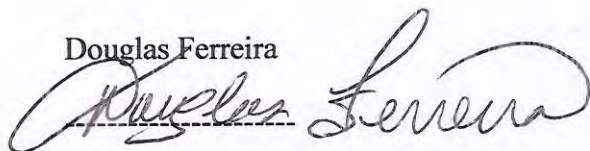
I am for having F35's based in Vermont. Basing the aircraft in Vermont will be good for Vermont's economy, as well as create good paying jobs to keep the young people of Vermont in Vermont.. It is not like the jets will be taking off and landing 24 / 7...As far as I am concerned, the noise that they create is the sound of freedom. . "FREEDOM IS NOT FREE"

Remember; New York is not far away from Vermont, AND NEVER FORGET  
911.....

Thank you; and thank those brave pilots.

DOUGLAS FERREIRA. A very American Citizen....wanting what is best for the nation, not a few that can not tolerate a little noise of freedom....

Douglas Ferreira

A handwritten signature in cursive script, reading "Douglas Ferreira", written over a horizontal dashed line.

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

May 14, 2012

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **\$53M annually**

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

The Vermont Air National Guard enjoys a strong and wonderful reputation with Vermonters for being essential first responders when natural disasters strike at home. A prime example of this is when Hurricane Irene hit Vermont last year; the Vermont Air National Guard was quickly on the scene in many Vermont Towns with rescue equipment, medical supplies and much needed manpower.

We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards,



Elaine D. Soule



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

**Location:** South Burlington, VT  
**Date:** 5/14/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

see printed comments attached

\*\*\*Please Print\*\*\*

**Name:** Loretta Marriott

**Address:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

**Yes** ☒ **No** ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)

Location: South Burlington, VT

Date: May 14, 2012

I am opposed to basing F35-A planes in South Burlington (BTV airport). | GO-1

The EIS indicates an "unavoidable" increase in the number of people affected by noise, including a disproportionate increased impact on minority and low-income people.

EJ-3

This is my neighborhood. We are a vibrant, diverse, multigenerational, active, family neighborhood. We live in low to moderately priced homes with and excellent elementary school. What could be better? How many politicians and city planners claim to value the quality of life in our type of neighborhood? We are proud of and want to preserve our community.

Unfortunately, it appears that many business people and some politicians are all too quick to sell us out.

Our homes and school are inside the EIS F35-A 65 dB DNL zone. The F35-A planes | PA-2 visited Burlington last summer. Indeed, they are LOUD!

I have 2 questions:

- 1) Do F35-A planes have to be so noisy? | NS-11
- 2) We have highly educated, well trained, dedicated and proud military personnel here. Do you have a different proposal that would be more suitable to our location and preserve our community?

Thank you.

Loretta Marriott



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

M047

Location: Polatka, FL  
Date: 5-10-2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

DEAR SIR -

No Problem with F35's flying over

my Home in East Polatka FL.

I ENJOY THE "SOUND" THE "POWER"

IT MAKES ME FEEL PROUD OF ALL

THE YOUNG MEN WHO FLY THEM -

\*\*\*Please Print\*\*\*

Name: FLOYDE BECKER  
Address: \_\_\_\_\_  
\_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

Location: Burlington Vermont  
Date: 16 May 2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

A decision to base F-35s in Vermont  
will secure the future of the 158<sup>th</sup> Fighter  
Wing & the 1100 Men & Women who serve  
their State and Country so proudly -- for  
this reason I fully support the basing of  
F-35s in the Vermont Air National Guard!!

\*\*\*Please Print\*\*\*

Name: MIRIAM Boyle

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





480 Hercules Drive  
Colchester, VT 05446 USA  
Tel: 802-655-8800 Fax: 802-655-8804  
www.fabtechinc.com



May 17, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos,

I am writing to express my personal and business support for basing the F-35 at the Vermont Air National Guard facility in South Burlington, Vermont.

I have evaluated the arguments both pro and con related to the EIS and believe strongly that the benefits outweigh the negatives by a significant margin for the county, region, and state of Vermont.

Our VT factory and corporate headquarters are located at the northern edge of the flight path off the northern end of the runway. I know that the majority of my colleagues enjoy and take pride in the sound of the current fleet of F-16's as they come and go from the airport.

From a business perspective we have enjoyed employing several national guardspeople in recent history and we appreciate the economic benefit that the VTANG provides to the region and state. Without that our business carries an even greater burden spread out over less economic base.

I thank you for the opportunity to express my opinion on this matter and I sincerely hope that Vermont is selected to base the F-35's.

Regards,

A handwritten signature in blue ink, appearing to read 'Paul E. Frascoia'.

Paul E. Frascoia  
President and Chief Executive Officer  
Fab-Tech, Inc.

May 16, 2012

Nick Germanos, HQ ACC/A7PS  
129 Andrews St, Suite 337  
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos:

It is my pleasure to write to you in support of the selection of the Vermont Air National Guard as a "preferred alternative" location for the F-35 Lightning II and expand on the words I spoke at the public meeting. Vermont has a long and proud tradition of a citizens' militia that has fought for independence and later supported in our nation's defense. The Vermont Air National Guard continues that tradition to the present day, and I believe that the EIS shows they can continue to serve with a minimal impact.

The Vermont Air National Guard has served our community in many ways. This support is obvious at the local level. On a daily basis, they provide all of the Fire and Emergency Protection for the Burlington Airport as well as a significant portion of the security for the airport perimeter. They indirectly provide economic support to the Burlington area both on a daily basis with hundred of members employed and on drill weekends when hundreds more come into the area on a temporary basis, filling hotels, going out to dinner and often shopping while in the area. Beyond the local area, the Vermont Air National Guard serves our state. On a less frequent basis, they serve in times of state emergencies. While perhaps not as visible as the Vermont Army National Guard, the Air Guard participated in the Hurricane Irene response, working to bring relief and supplies to our neighbors throughout the state. Finally, the Vermont Air National Guard serves our nation. They have answered the nation's call and deployed to Iraq, South Korea and other locations. On more than one occasion, they provided direct support for Vermont Army Guard members on the ground. There is no doubt that the Vermont Air National Guard contributes to the well being of Vermont at many levels.

Who are the members of the Vermont Air National Guard? Are they outsiders who have come to impose themselves on the local community? No. The Vermont Air National Guard is made up of people from the community. The Air Guard is made up of our friends and neighbors from Vermont and surrounding states. They are mothers, fathers, sisters and brothers, landscapers, nurses, lawyers, photographers, policemen, doctors, firemen, and more. The Vermont Air National Guard is us, and the Vermont Air Guard works with the community to address local concerns such as by developing departure routes and profiles that minimize noise and keeping most takeoffs and landings to times that have the least impact.



The Vermont Air National Guard is made up of patriotic, dedicated individuals who love Vermont. As an obstetrician and Director of the Fletcher Allen Fetal Diagnostic Center, I had gotten to know many of these citizen patriots and their families. They are Vermonters. They love to hunt, hike, fish and bike. They love the outdoors. They love the beauty of Vermont. They just want to continue to serve their community, state and country. It was after getting to know these citizen patriots and their families that I was inspired, at nearly 44-years-old to join the Vermont Air National Guard myself. Since then I have become a flight surgeon, served in Iraq twice, Afghanistan once and participated in delivering relief and medical supplies and search and recovery missions during the Hurricane Irene response.

When you consider the impact of jet aircraft, you have the drawbacks of air pollution and noise. The EIS makes it clear that the air pollution will be reduced with the F-35A. That means the only issue is noise. The increase is relatively small and only affects the community about 6 minutes per day. The idea that a neighborhood or house becomes "unlivable" due to a noise that only occurs for 6 minutes is a bit of a stretch. Since we already have homes, businesses and even a college (St. Michael's) already in the zone that is supposed "unlivable" now and these homes and institutions are occupied with only a minimal impact on their day, it seems that the concept of "unlivable" makes more sense if the noise is continuously loud, not just briefly loud. I see this as an acceptable price to pay that is balanced by the benefits. I say this as someone who has always seen themselves as an environmentalist, a supporter of at least 10 environmental organizations, a person who loves the outdoors and even "invested" in an all-electric car to decrease my carbon footprint (when the car is a Tesla Roadster, it is an "investment"! I still see this small impact on the environment as a very reasonable balance given the entire package and when one considers the concept of "environment" broadly.

As I stand before you now, I believe that Vermont and the F-35 can co-exist. It would be an honor for the Vermont Air National Guard to be assigned the F-35, further marking the 158 FW as the premiere fighter wing in the Air National Guard. I am proud to be a member of the 158 FW. I am proud to be a Vermonter, and I look forward to continuing to add to the heritage of the Green Mountain Boys.

Thank you for the opportunity to address you in this matter.

Best regards,



David C Jones





Brokerage Services  
Development  
Property Management  
Construction

May 15, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1

I write this letter in support of basing the F-35s with the Vermont Air National Guard.

We are planning to break ground on a 60+ unit luxury apartment complex in Winooski, Vermont this summer. As a part of our due diligence we interviewed existing property owners/residents of the Cascades Condominium project which is immediately adjoining our proposed project. We are both in the noise boundary contour which will be increasing from 65 to 70 Db. Most respondents indicated that while jet noise was significant, the short durations of noise made it tolerable. My understanding is that the average person would not be able to discern the 5 Db difference in noise levels.

Accordingly, we are planning to proceed with a major investment in the continued revitalization of Downtown Winooski. We are of the opinion that, on balance, the sustainability and vitality of Winooski's Downtown is better served with the F-35 project, than without.

Regards,

A handwritten signature in blue ink, appearing to read "Larry Williams", with a long horizontal line extending to the right.

Larry Williams, Principal  
Redstone Commercial Group

May 15, 2012

Subject: F-35 Bed Down in Burlington, Vermont

GO-2

Attn: Mr. Nick Germanos

I am a resident of South Burlington, Vermont and this letter is submitted to register my very strong opposition to housing F-35 Aircraft in Burlington. When residential neighbors are being demolished to "accommodate" the noise level of National Guard Aircraft, something is very wrong. The US Military is supposed to "serve and protect", but it appears the citizens living near the airport need "protection" from the military.

The airport in Burlington is located in a very poor location for this aircraft. Too near hospitals, schools, businesses, recreation areas, plus residential areas, to be subjected to the noise from the F-35.

In addition, I think the entire F-35 program is an incredible waste of money when our country is \$15 trillion in debt. Our national debt is going to be a far greater threat to our freedom than any terrorist or unfriendly nation could ever hope to be.

George Passage

May 15, 2012

HQ ACC/A7PS,  
129 Andrews Street, Suite 337,  
Langley Air Force Base, Virginia  
23665-2769

GS-1

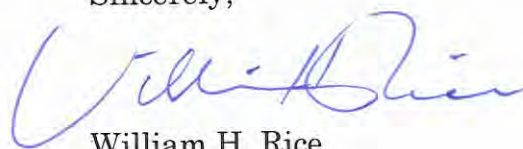
Re: Bringing F – 35s to Vermont Air National Guard

Mr. Nick Germanos:

Please consider me to be strongly in favor of stationing the new F – 35s at the Vermont Air National Guard base in South Burlington, Vermont. I think that it would be a wonderfully well deserved honor for the Vermont Air Guard and would provide significant benefits to the State of Vermont as a whole.

I cannot help but remember that the Green Mountain Boys were the first to respond over New York City on September 11, 2001 when the City was attacked. The Vermont Air Guard has worked hard to be among this country's premier fighting air units and deserves to fly the country's best fighters.

Sincerely,



William H. Rice



Nick Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley Air Force Base, Va 23665-2769

Subject: Comments on basing the F35 in Burlington Vermont

GS-1

Dear Sir,

I am writing this letter in support for continuing to have Burlington Vermont an important part of our country's air defense. And do this by replacing the current F16s with the new F35s.


I don't live in Burlington, but visit there often. While visiting, I feel privileged whenever the F16s are taking off, not only because it's a beautiful sight, but also because it's an honor to see what our pilots can do with these wonderful machines. I salute them all. I wish more people thought that way, and appreciated the opportunity to have our troops stationed where they can live a 'close to normal' life, and where we can support them personally.

After 9/11, the F16s from Burlington had duty protecting the airspace over New York City. Every day, I would hear them fly over my house going to and from NY. I would hope that these pilots would never have to make the decision to take out a suspect enemy aircraft, which might have the possibility of actually not being a foe, and the horrors that they would have to live with.

I know from experience that the Burlington Air Guard is very sensitive to scheduling activities to minimize impact on the people living in South Burlington (actual location of Airport). And I believe this will continue with the F35.

Please consider this input, along with others, and try to work out a way to continue with a local Air Guard at Burlington Airport, with the new F35.

Sincerely,

  
Ralph Burt



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: Burlington, VT  
 Date: 5/15/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I firmly support the decision to base F35's in  
Vermont. I am a resident of South Burlington.  
I live next to the airport. I believe the F35  
coming to Vermont will secure the future of  
the 158<sup>th</sup> Fighter Wing and the 1100 men and  
women who serve their state and ~~and~~ country.

\*\*\*Please Print\*\*\*

Name: Andre Wing  
 Address: \_\_\_\_\_  
 \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No \_\_\_\_\_

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** Jacksonville, FLA.  
**Date:** May 8<sup>th</sup> 2012

GO-2

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Please use common sense? If you have a very active base, then adding the F-35's to this would hardly be noticed. The beddowns at Tax AGS would be very noticeable in the increased noise, especially in the flights to Palatka Pivocastle range.

Looks to me that Hill and Shaw would offer existing maintenance facilities and personnel and have a populace ~~used~~ used to the noise. Less cost, less complaints, east and west coast coverage - more common sense?

\*\*\*Please Print\*\*\*

**Name:** Ms. Terry Daly  
**Address:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☐ No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by May 10, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





## The Cathedral Church of St. Paul

The Rt. Rev. Mary Adelia R. McLeod, *Bishop and Acting Dean*

The Rev. Kenneth W. Poppe, *Rector*

The Rev. Martha L. Dyson, *Assistant Rector*

The Ven. Catherine H. Cooke, *Archdeacon*

Ascension Day  
May 17, 2012

Nick Germanos  
HQ ACC/A7PS  
129 Andrews T., Suite 337  
Langley Air Force Base, Virginia 23665-2769

Dear Sir:

I am writing in regard to the possibility that F-35 Joint Strike Fighter jets will be bedded down at the Burlington (Vermont) International Airport, about 3 ½ miles from this church.

I could write about the problems of the F-35 JSF's enormous cost and cost-overruns or about the potential negative effects of their noise upon property values, health, and children's ability to learn. However, my concern, which is unlikely to be represented in the opinions expressed by others, is a religious one.

I serve as musician here, in a Christian community that places a high priority on its worship life. As music is a form of organized sound, we seek in worship, to organize sound in praise of God. The noise generated by the takeoff of fighter jets – currently the F-16, but perhaps in future years the F-35 JSF – is in direct conflict with the music, and therefore the prayer life, of this congregation.

CR-4

As it is, we are grudgingly accustomed to rehearsals and liturgies being interrupted by the F-16s, particularly on Thursday evenings; their takeoff noise is in considerable conflict with the spoken and sung word, and when the takeoff occurs, we have to stop and wait until it has passed over before we resume praying or singing. (I am told that this also happens in the drama department's theatrical productions at a nearby college.)

According to the recently-released Environmental Impact Statement, the F-35 JSF is substantially louder than the F-16. This would be a serious problem for our work as Christians at worship.

CR-4

Some might say that the F-35 JSF's noise would be a small price to pay for the protection of the freedom of a religious community to pray. My view is in fact that the F-35 JSF's noise level would in fact come into direct conflict with the exercise of that freedom. And for that reason I wish to voice my opposition to its being based at the Burlington International Airport.

GO-1

Yours faithfully,

Mark Howe  
Canon Precentor

May 17, 2012

Name: Kristin Kittredge

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

This letter is in response to the recent public hearing held in South Burlington, Vermont regarding the potential future bed-down of the F-35A's at the Vermont Air National Guard.

I would like to personally thank the Air Force for holding this public hearing and allowing the community to attend and voice their concerns and wishes. I would also like to thank the Air Force, the VT Air and Army National Guards, and our entire military for everything that they do- for serving and protecting our country and our freedom. Each day I am thankful for all of your services.

The potential bed-down of the F-35's at the VTANG would not only bring more opportunity to our base, it brings more advanced technology, it brings growth potential and further education for our airmen and women. The VTANG is not only ready for this advancement; they are more than deserving of it as well. Their leadership, performance and skills set forth every day show that they are more than worthy and willing to accept this opportunity.

I have more gratitude and pride for our armed forces than any other individuals out there. This gratitude grew even stronger when my husband joined the Air Guard in November 2010. My husband is currently working in munitions at the VT Air Guard and is extremely dedicated to his work and service in the military. Knowing that there are individuals like him out there working on our behalf is humbling and comforting- a feeling I never take for granted. These individuals here at VTANG are the ones who deserve to show how much more they can do with new and improved fighter jets.

I understand the concerns set forth about these new jets coming to VT- noise levels, the disruption of a community- but I find these concerns without compassion and without comprehension of the larger picture. I would like to ask one of these individuals putting forth such arguments to take a trip down to Lackland Air Force Base during a graduation weekend and witness (hopefully with pride and patriotism) as men and women become true airmen of our military. I would like them to witness all of the strength, the level of community, and dedication these individuals have to our country. I would be hopeful that after witnessing such a powerful event that they could not possibly argue against this opportunity. It would also be my hope that they would truly see what our military represents and that a *slight* increase in periodic noise levels is one hundred percent worth the sacrifice for these men and women that sacrifice their lives for ours. Denying these men and women this incredible chance to further advance their



skills and to show this country even more how dedicated they are to their services would be detrimental and heartbreaking.

I will not set forth all of the arguments that support the basing of the F-35- as we know, there are simply so many. In my opinion, all of the positives in this situation far outweigh any negatives. The majority of Vermont's elected leaders to the majority of its citizens agree that the F-35 basing is a wise decision for many reasons. I believe that should VTANG be chosen as the air force base to receive these fighter jets, those in opposition will soon see their fight was for nothing.

Vermont is a state with amazing people that make up an even more amazing community. It is a very strong state and a very intelligent state. We are ready for the F-35's and the VTANG- also a strong and intelligent force of individuals and leaders-have earned this opportunity through their enduring hard work and sacrifice.

Thank you for taking the time to read my thoughts and praise about this issue. Thank you again for everything that you do. I am hopeful in a few months VTANG hears great news about the F-35's coming our way!

Very Respectfully,

  
Kristin Kittredge



# Georgia Department of Natural Resources

2 Martin Luther King, Jr. Drive, S.E., Suite 1154, Atlanta, Georgia 30334

Mark Williams, Commissioner

Environmental Protection Division

Judson H. Turner, Director

404/656-2833

May 17, 2012

M059

Mr. Nick Germanos  
F-35A EIS Project Manager  
HQ-ACC/A7PS  
129 Andrews Street  
Suite 102 (Rm 337)  
Hampton, VA 23665-2769

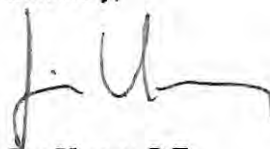
GS-3

RE: Comments on the *Draft Environmental Impact Statement (EIS) for F-35A Operational Wing Beddown*, received April 9, 2012

Dear Mr. Germanos:

The Georgia Environmental Protection Division (EPD) has completed its review of the above-referenced document. Thank you for the opportunity to comment. EPD has no comments at this time.

Sincerely,



Jim Ussery, P.E.  
Assistant Director

JU:ap

File: F-35A Operational Wing Beddown (NEPA)

S:\RDRIVE\AMY\DoD Unit\NEPA\Air Force\F-35a Beddown EIS.doc

May 14, 2012

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos,

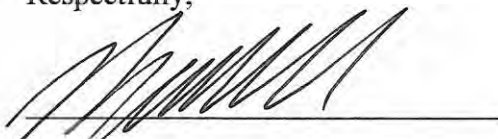
It is my distinct pleasure to write you in regard to basing the F-35s at the Vermont Air National Guard station in South Burlington, Vermont. I strongly support having these new generation aircraft in our community for several reasons.

1) The F-35s are key to maintaining the positive economic impact the VANG provides our community. 2) The location of the VANG and F-35s are key to the defense of the east coast. 3) The exemplary performance history of the VANG makes it a logical choice to house the most advanced aircraft in the Air Force. 4) The potential increase in noise levels is a small price to pay for the benefits provided by the F-35s at the VANG. 5) In my opinion, the majority of those that use the increased noise levels as their reason for opposing the basing of the F-35s are in reality against any kind of military installation and the idea of providing a strong national defense, but are not willing to be honest and go on record with their true beliefs.

I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in black ink, appearing to read 'Richard J. Vincent', is written over a horizontal line.

Richard J. Vincent



May 10, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

RE: **F-35A EIS – VTANG**

Dear Mr. Germanos:

I am writing in support of locating F-35A jets at the Vermont Air National Guard Station in South Burlington, VT. VTANG has been a great corporate citizen to Vermont and one of our largest employers. Locating the F-35A jet here will continue a proud 66-year tradition for VTANG.

We currently support a number of F-16 jets stationed at VTANG. Their practice flights and sorties around Chittenden County and the Adirondacks are neither invasive nor disruptive. To the contrary, Vermonters take great pride in VTANG's role in maintaining our national defense. Most people look up in awe when a jet takes off or lands at the Burlington International Airport. It reminds us that our friends and neighbors are an integral part of our national defense.

VTANG jets were some of the first defense in the skies over New York City on 9/11 and our own Lieutenant Governor (a former VTANG and current US Air Force reservist) served in a key logistics role in the aftermath of the terrorist attacks. Again, Vermont takes great pride in "our role" in supporting national defense.

I am unaware of any adverse environmental impacts to the Chittenden County region from the F-16 operations at VTANG. As an environmental consulting engineering firm with most of the Chittenden County communities as clients, I am in a position to know if issues were a concern.

The EIS supports this claim, as it cites no critical adverse impacts when considering locating the F-35A at VTANG. In fact, there would be a reduction in flights when comparing the F-35A jet program to the current F-16 flight program, so it is easy to argue that any environmental effects would be improved.

The economic loss if the F-35A is not located at VTANG is another matter. The VTANG payroll of \$53M annually would be severely impacted with a reduction in force resulting from the loss of the F-35A. VTANG employs 400 full-time and 700 part-time employees, most of who reside in the area. This doesn't even account for the impacts on jobs provided by subcontractors and suppliers who support VTANG's operations.

VTANG has historically been one of the highest rated Air National Guard units in the US. They have earned this through a traditional Yankee work ethic and unwavering dedication to their mission.



Mr. Nicholas Germanos  
May 14, 2012  
Page 2

M061

Locating F-35A jets at VTANG will also send a clear message throughout our country that our National Guard units are indeed a critical component of our national defense. They don't simply get the spoils that the four service units don't want.

Please support the location of F-35A jets at VTANG in South Burlington, Vermont.  
Thank you for considering my remarks.

Sincerely,

**Aldrich + Elliott, PC**

A handwritten signature in blue ink, appearing to be 'Bradley F. Aldrich', with a long horizontal flourish extending to the right.

Bradley F. Aldrich, P.E., F.NSPE  
President

GS-1

May 16, 2012

Dear Sirs + Mrs.

Whenever the Air Force jets fly over  
or on one side or other of my house  
on a side hill at "505" I say "praise the Lord."  
I was ages 5-9 during World War II.  
and as my most formative years were spent

on a farm in Richmond where  
we suffered the anguish of  
war as the exaltation of victory.  
I am more liberal as  
a 76 year old and even  
more interested in keeping  
war from our shores.

So I say still "Praise  
The Lord and pass The Ammunition"  
when I hear those jets  
go over my home!

A little - or a lot -  
more noise will only  
assure me that I am  
as well protected now  
as I was as a child.

Sincerely, Mary Ann Tabor

AMERICAN GREETINGS  
ATTN: 1372000C  
©ABC, Inc.





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

**Location:** South Burlington  
**Date:** May 18, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Reasons to oppose location

Why was Burlington (BTV) selected as 1 of the 2 preferred sites - given the "unavoidable adverse environmental impacts regarding NOISE, LAND USE & ENVIRONMENTAL JUSTICE" effects on minority + low income populations? 1) The low income population affected increases 7-11%. Also 89-93% of middle class would also be affected. 2) Increase in affected households 65-100% (Hill Utah - decreases then 17-50% - Increase in percentage of affected land area 52-80% Hill Utah a decrease of 24-50% 3) Increase of noise 4x's louder than F16's - inner ear damage ~~and~~ adverse effects of soundwaves on buildings 4) decrease in affordable housing

PA-4

NS-4

GO-1

I'm opposed to F-35's ~~location~~ <sup>creation</sup> in South Burlington

Name: Anna K. Johnston  
 Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

*I believe I signed up for one at hearing*

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

I attended the hearing -  
question I have is if hearing was to  
discuss environmental impact - why were  
politicians & patriotic citizens allowed to  
repeatedly speak to economic & military  
reasons to house F-35s at BTV?

I am as patriotic as can be - I love  
America - but I also love Vermont & its  
emphasis on beautiful landscapes. The  
airport section of housing has already  
been adversely affected by BTV's growth -  
I live in this area & have seen the neighbor-  
hood dismantled all for the sake of  
accommodating business for the airport  
years ago - I fought for preservation of 23  
acres of green between Victory & Mills -  
we have the space because people saw  
no & the city bought the space - A builder  
was going to put 18 houses in the spot.  
I live on Mills Ave & yes - I have a  
personal interest in preserving the  
integrity of what is left of the  
neighborhood. I also have severe hearing loss.  
A gentleman at the hearing said "he was  
quoting - "We had to destroy the village  
to protect it." I think that quotation  
speaks well to those who fear we  
will be in jeopardy should the F-35's  
not be located here.

thank you

Anna K. Johnston



5/19/12

Dear Mr. Germanos,

I'm a citizen with immense admiration for the military, and huge gratitude for all it does to defend us.

Therefore, I'm in conflict about the proposed plan to base F-35's at the Burlington International Airport in the city where I live.

I'm understandably upset about the impact of noise & air pollution, but I know how important the planes are.

Would it be possible for you to fly the usual sorties for a couple of days here using F-35's instead of F-16s in order to actually demonstrate the noise level of the new aircraft. Then town meetings could be held afterwards for citizens to air their views.

PI-4

Might this be a fair way to let folks here have see the facts about this vexing situation.

Thank you for reading this. Sincerely - South Burlington citizen

May 16, 2012

Dear Mr. Germanos,

As a resident of Vermont,

**I FULLY SUPPORT** efforts to base the F-35 jets in South Burlington, Vermont.

The strategic location near the East Coast near major metropolitan areas and the Canadian Border make this an ideal location!

One concern is take off and landings that require flying very close to the public schools in Winooski, Vermont.

Even with this I hope the F-35's come to Vermont!!

s/ Robert Devost





May 14, 2012

Name: *Lain Kwong*

Address:

GS-1

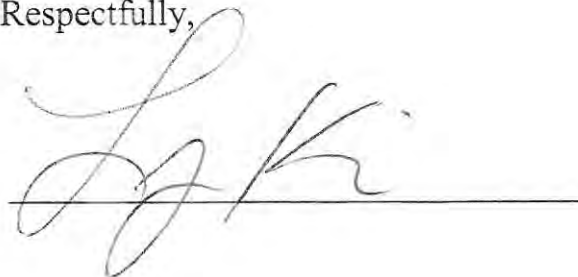
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, appearing to read 'Lain Kwong', is written over a horizontal line.

May 14, 2012

Name: Shannon Russell

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

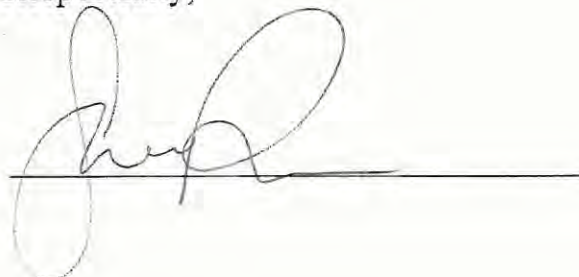
GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, appearing to read 'Shannon Russell', is written over a horizontal line.

May 14, 2012

Name: *Robin Russell*

Address:

GS-1

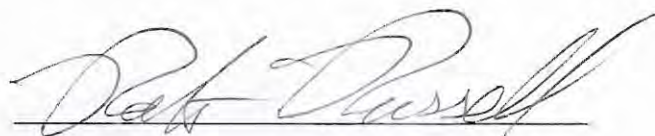
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Robin Russell", written over a horizontal line.



May 14, 2012

Name: Kris Maille

Address:

GS-1

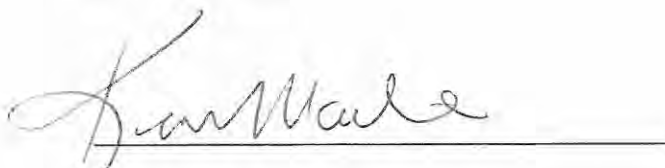
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Kris Maille", written over a horizontal line.

May 14, 2012

HQ ACC/A7PS  
129 Andrews Street  
Suite 337  
Langley Air Force Base  
Virginia 23665-2769

Attn: Mr. Nick Germanos

I'm writing to voice my opposition to the F-35 aircraft slated to come to Burlington, Vermont. I write | GO-1  
"slated" because I pretty much think this a done deal already. I feel the hearings etc. are just a | PI-3  
formality.

I hope I'm wrong.

I'm not an eloquent writer. I don't have facts and figures at my fingertips on how these planes will impact the environment and people.

What I can write is that we have a quality of life here that should be preserved. Our little airport is surrounded by neighborhoods and communities. These neighborhoods and communities have woodlands and meadows and flood plains snug up against them. (we actually had a moose wander down our street a few mornings ago). This is no place for a military installation and especially for one with planes as disruptive as the F-35's. Please please don't bring them to Burlington. Please reconsider. Thank you.



Susan Letourneau

(Why was Plattsburgh Air force Base closed if you needed a military installation in this area? )

May 15, 2012

Dear General Germanos:

GO-2

We definitely do not want the  
new F-35 jets in the Burlington area.  
The F-16 planes are already quite  
intrusive & intrusive at take-off  
and landing. We value our quality  
of life more than jobs.

Site your new F-35 jets  
in Italy, out in the desert, sir

Sincerely  
Dwight K. Hart





# FLORIDA DEPARTMENT of STATE

**RICK SCOTT**  
Governor

**KEN DETZNER**  
Secretary of State

Mr. Nick Germanos  
F-35A EIS Project Manager  
HQ ACC/A7PS  
129 Andrews Street, Suite 102 (Rm 337)  
Hampton, Virginia 23665-2769

May 10, 2012

RE: DHR Project File Number: 2012-2102  
*Draft Environmental Impact Statement for the F-35A Operational Wing Beddown - Jacksonville Air Guard Station at Jacksonville International Airport*  
Jacksonville, Duval County

Dear Mr. Germanos:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, 36 CFR Part 800: *Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended.

We have been informed that cultural resource survey was conducted in 2010 for the proposed undertaking. However, our office has not yet received the survey report and cannot provide comments at this time. Once we receive and review the report we will provide comments. We look forward to working with you on a successful project.

CR-3

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail [scott.edwards@dos.myflorida.com](mailto:scott.edwards@dos.myflorida.com), or at 850.245.6333 or 800.847.7278.

Sincerely,

Laura A. Kammerer  
Deputy State Historic Preservation Officer  
For Review and Compliance



**DIVISION OF HISTORICAL RESOURCES**  
R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250  
Telephone: 850.245.6300 • Facsimile: 850.245.6436 • [www.flheritage.com](http://www.flheritage.com)  
Commemorating 500 years of Florida history [www.fla500.com](http://www.fla500.com)



May 9, 2012

Name: Lloyd Church

Address:

C

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769


GS-1

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158<sup>th</sup> FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



11 "The Sound of Freedom" 11





NEAGLEY & CHASE  
CONSTRUCTION COMPANY

GS-1

My name is Mark Neagley. I am the President of Neagley and Chase Construction Company with an office on the Burlington International Airport grounds. For the past 12 years my desk has sat in earshot and in full view of the runways, 200 yards away.

I understand the concern for the noise level generated by aircraft taking off. As an employer, my partner and I carefully considered that issue before we ever signed a lease agreement for our office space. We knew full well what we would be subjecting our staff to. It is after all, an airport first and by definition, airports are noisy.

How has this worked out for us? There is a certain rhythm to the day as I hear the F-16's race skyward to do what they do so well. I have had phone conversations suspended for 10 seconds while the jets take to the air. Most of the time I just stop what I'm doing and watch...it is a moment that I never tire of and have come to regard with **gratitude and appreciation** for all that that moment represents:

Excellence in performance by a dedicated Team of Vermont professionals whose lives are spent making sure my life and those I love are safe.

Meaningful economic vitality and stability to our community in a time of economic uncertainty. All delivered in a culture of proven professional responsibility.

Providing valuable human capital that supports the many volunteer needs of our local communities.

There are those who have a much greater understanding of the impacts anticipated by the arrival of the F-35's. My support comes from a different place than facts and figures. I **want** to be reminded daily of the sacrifice by a few for the many. I **want** to be a part of the fabric that holds us all together as a united nation. I **want** to feel the pride that comes with being a Vermonter who lives in a State where we fight for equal marriage rights and stand to support those who provide the visible strength of this country. I **want** to know that oversights of essential programs are being monitored by Vermonters.

Thank you.

  
S. 14. 2012



May 14, 2012

Name: Tyler Russell

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in black ink, appearing to read "Tyler Russell", written over a horizontal line.

May 14, 2012

Name: *Shelby Frimodig*

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

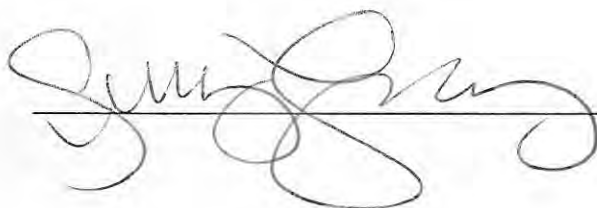
GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, appearing to read 'Shelby Frimodig', written over a horizontal line.

May 14, 2012

Name: Justin Greene

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

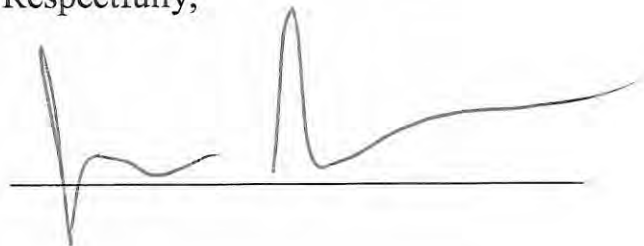
GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truey in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, appearing to read 'Justin Greene', is written over a horizontal line. The signature is fluid and cursive, with a prominent peak in the middle.



May 14, 2012

Name: Chelsea Weaver

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



May 14, 2012

Name: Rebecca Trich

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, appearing to read 'Rebecca Trich', is written over a horizontal line.



DEAR MR. GERMANOS,

GS-1

SEND US YOUR F-35 PLANES,  
I LIVE IN THE NORTH END OF THE  
TOWN OF PIERCEFIELD WHICH IS IN  
THE SOUTH EAST END OF ST. LAW,  
COUNTY, VERY FEW PEOPLE AND  
EVEN LESS DEER, THE HIGH POINTS  
OF OUR DAYS LAST HUNTING WAS  
WATCHING THE F-16 PLANES,  
BETTER OURS THAN CHINAS.

SINCERELY

Rogew Harker

**Helping Our Heroes**



-----Original Message-----

From: Michael Allen

Sent: Friday, May 18, 2012 7:36 PM

GS-1

To: AETC/A7P Workflow

Subject: Please F-35 Vermont!!

We want the F-35!! Please know that many Vermonters would be honored to be chosen, and happy to have them here, even if they do make a little noise from time to time. Thank You!!

-----Original Message-----

From: Prudence J. Doherty

Sent: Friday, May 18, 2012 7:36 PM

To: AETC/A7P Workflow

Subject: No additional airplane noise

I would like to weigh in against the proposed installation F-35 aircraft in South Burlington, VT. I live in Winooski, and the noise from VTANG planes is already EXTREMELY disturbing. We do not need more noise over a wider area. Winooski has worked hard to build a flourishing downtown district and encourage neighborhood revitalization--how many people and businesses will tolerate increased noise disturbance? There will be wholesale abandonment of a great location. The increased noise is simply unacceptable for this community.

GO-2

SO-4

Prudence Doherty

-----Original Message-----

From: James Weston

Sent: Saturday, May 19, 2012 6:14 AM

To: AETC/A7P Workflow

Subject: F35 basing plan for Burlington Vermont

May 19, 2012

GS-1

I support the plan to base F35-A fighter jets in Burlington for the following reason:

Since the USAF/USDOD believe that F35-A fighter jets are needed for the nation's military strategy I support basing them in Burlington, Vermont if that basing option is deemed best by the USAF/USDOD.

Although the described noise impact is adverse and somewhat higher than current operations I believe that we Vermonters have an obligation to "do our part" for the nation's defense.

James Weston



-----Original Message-----

From: Zoe Bishop

Sent: Saturday, May 19, 2012 11:54 AM

To: AETC/A7P Workflow

Subject: F-35's to Vt National Guard

Dear Mr. Martin,

I am currently a resident of Winooski Vermont. And although I really enjoy this small city, if the F-35's are brought to Vermont's Air National Guard, I will be forced to move out of the area.

G0-2

The noise level here is already too loud in my opinion. This increase is only going to lower our property levels, and cause permanent damage to our ears.

NS-3 / SO-1

Please send these planes somewhere where they will have less impact on the local residents.

Thank you,

Zoe Bishop

Larry Heyl

28 May 2012

Mr. Nicholas Germanos  
F-35 EIS Manager  
HQ AAC/A7PS  
Suite 332  
129 Andrews Street  
Langley AFB, VA 23665-2769

RE: Comments on USAF F-35A Operational Basing EIS (Draft)

Dear Mr. Germanos:

Attached are my comments on the USAF F-35A Operational Basing Environmental Impact Statement dated March, 2012.

I am sending an mp3 audio file along with this document for your review.

I will be available after 6 June 2012 to discuss my document and the EIS.

Sincerely,

(signed)

Larry Heyl

Enc., F-16\_F-35\_LmaxComparison.mp3 (sound file)

cc:

The Honorable Peter Shumlin, Governor, State of Vermont  
Senator Patrick Leahy  
Senator Bernie Sanders  
Congressman Peter Welch

## 1. Introduction

I live 5.03 miles from Burlington International Airport. We can routinely see air traffic arriving and departing. Commercial and private air traffic is typically inaudible, while F-16 traffic is annoyingly audible. All indications are that the F-35A will be different from the F-16, and that the acoustical noise from the F-35A will very likely be more annoying than the F-16.

It is interesting to note that when the F-16 replaced the F-4 in Burlington, the Environmental Assessment was determined as an FONSI, suggesting that the F-16 acoustical noise was less than the F-4 acoustical noise.<sup>1</sup> It is also interesting to note that the same Environmental Assessment mentions both the existence of noise abatement procedures and that “Routine F-16 departures will not use afterburner.”<sup>2</sup>

From reading the F-35A operational basing draft EIS, I don’t believe the Air Force has a complete and transparent plan for both selecting sites and operating the F-35A. As it sits, the draft EIS examines various parameters for making the bed down decisions, but there does not appear to be any description of how this will actually be used as part of decision support for the bed down. Furthermore, there is no description of what recourse would be in place to mediate between the Air Force and community, and, finally, there is no description of what mitigation routes may be available to resolve any forthcoming issues.

PA-7

PA-8

The balance of my letter consists of three sections, the next contains comments about the draft EIS, followed by an explanation of the sound file accompanying this letter, and, finally, some thoughts on closure.

## 2. Comments on F-35A Draft EIS, Burlington AGS bed down proposal

**2.1** Scope of comments. My comments are primarily concerned with the proposal for bed down of the F-35A at Burlington AGS, Vermont.

The following comments are keyed to the draft EIS documents. Each comment begins by identifying the applicable document and the page within the document. Additional material to provide a precise citation is provided as needed, followed by a comment or question about the material cited.

**2.2** Program schedule. (ES-1) “bed down...starting 2015”. What is the current schedule for bed down of the F-35A? The entire program appears to be skating out, yet there is another current that would appear to be trying to close the bed down decisions sooner. The original Record of Decision date was to have been in winter, 2011. Rather than have the EIS ROD float independently of the main program, shouldn’t the two be coupled?

PA-9

PA-10

<sup>1</sup> National Guard Bureau Environmental Assessment F-4 to F-16, 158<sup>th</sup> Tactical Fighter Group, Burlington IAP, VT, February, 1986.

<sup>2</sup> *ibid.*, sec. 3.B.3.c, p. 14.



**2.3 F-35A design performance.** (ES-3) This page provides an overview of the F-35A. As much as it touts the performance of the aircraft, none of this information refers to the environmental impact of the F-35A. Were the acoustical noise emissions and fuel contamination issues addressed later in the EIS documents *not* part of the original design goals? What is the history of these topics from conceptual design through to the present state of testing and the foreseeable future of the program?

PI-12

**2.4 Document organization.** (ES-7) From the numerous roadmaps and charts meant to facilitate use of the draft EIS document, the documents are still cumbersome. For example, on page ES-7, Table ES-2, a reference to Section 3.2.1.2 is made. The Executive Summary doesn't appear to have it; Volume 1 discusses noise starting in section 3.3 on page 3-6; Volume 2 doesn't appear to have it. Trying to grasp an issue spread over nearly 1,200 pages is difficult enough, broken citations don't help.

PI-1

**2.5 Differences in SEL and  $L_{max}$  computations.** (ES-11, ES-21, ES-29, ES-37, ES-45, ES-53) There appear to be unexplained discrepancies in the acoustic noise data given for the six candidate bases.

NS-26

Comparison of SEL and L <sub>max</sub> computations																
Condition	Afterburner Take-Off				Military Power Take-Off				Arrival				Low Approach and Go			
Parameter	SEL (dBA)		L <sub>max</sub> (dBA)		SEL (dBA)		L <sub>max</sub> (dBA)		SEL (dBA)		L <sub>max</sub> (dBA)		SEL (dBA)		L <sub>max</sub> (dBA)	
Aircraft	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A
Burlington AGS	101	118	94	115	101	118	94	115	82	99	73	95	75	95	66	91
Hill AFB	95	116	89	114	95	116	89	114	97	99	89	95	-- <sup>3</sup>	--	--	--
Jacksonville AGS	112	119	104	116	112	119	104	119	100	99	92	95	95	93	85	87
McEntire JNGB	117	117	113	115	113	117	110	115	96	99	90	95	110	97	104	92
Mountain Home AFB	116	116	108	113	116	116	108	113	104	99	95	95	96	94	87	88
Shaw AFB	110	118	104	115	110	118	104	115	88	99	82	95	92	94	83	88

First, why are these numbers different? Is it a matter of elevation and climate? Have the noise models been applied in a consistent fashion?

Second, the differences in these data afford a different interpretation.

Comparison of differences in F-16C and F-35A SEL and $L_{max}$ computations								
Condition	Afterburner Take-Off		Military Power Take-Off		Arrival		Low Approach and Go	
Parameter	$\Delta$ SEL (dBA)	$\Delta L_{max}$ (dBA)	$\Delta$ SEL (dBA)	$\Delta L_{max}$ (dBA)	$\Delta$ SEL (dBA)	$\Delta L_{max}$ (dBA)	$\Delta$ SEL (dBA)	$\Delta L_{max}$ (dBA)
Burlington AGS	17	21	17	21	17	22	20	25
Hill AFB	21	25	21	25	2	6	-- <sup>4</sup>	--
Jacksonville AGS	7	12	7	15	-1	3	-2	2
McEntire JNGB	0	2	4	5	3	5	-13	-12
Mountain Home AFB	0	5	0	5	-5	0	-2	1
Shaw AFB	8	11	8	11	11	13	2	5

<sup>3</sup> The Hill AFB computations do not include the "Low Approach and Go" condition.

<sup>4</sup> The Hill AFB computations do not include the "Low Approach and Go" condition.

This comparison shows that there is significant variation between each possible bed down site. Further, it appears there are lower noise alternatives to either of the “preferred alternatives” of Burlington AGS and Hill AFB. A quantitative sense can be given to the comparison of differences data if one applies a metric to each set of SEL and  $L_{\max}$  differences. The  $L^2$  norm<sup>5</sup> is a good place to start, and an interesting result appears.

Comparison of $L^2$ norm of SEL and $L_{\max}$ differences		
	$L^2(\Delta \text{SEL})$	$L^2(\Delta L_{\max})$
<b>Burlington AGS</b>	35.6	44.6
<b>Hill AFB<sup>6</sup></b>	29.7	35.8
<b>Jacksonville AGS</b>	10.1	19.5
<b>McEntire JNGB</b>	13.9	14.1
<b>Mountain Home AFB</b>	5.3	7.1
<b>Shaw AFB</b>	15.9	20.8

In this comparison, the property of the norm is such that no difference in the SEL and  $L_{\max}$  of the F-16C and F-35A would be zero, and, a lower value for the norm indicates less of a change of noise for the conditions considered. From this calculation, it is obvious that Mountain Home AFB shows the least difference in these parameters for the two aircraft, while Burlington AGS shows the greatest difference. Another perspective on this comparison is that since the noise at the Mountain Home AFB site would change the least, there is likely to be less disturbance to the community due to a change in aircraft. A similar result is qualitatively reflected in Fig. 13-1, ES-62.

**2.6** Supersonic operations. (ES-14) I am relieved to see mention that supersonic operations would be restricted to portions of flights over designated areas of the ocean. Will there be regulations and procedures to assure that supersonic operation cannot occur outside of these designated areas of the ocean?

AA-1

**2.7** “Because the F-35A is a new aircraft that is under development, some data normally used to predict noise, air quality, and safety conditions cannot be obtained at this time.” (ES-61) This is a contentious statement, and requires explication. Granted the F-35A is new, but exactly what data, with regard to noise, air quality, and safety cannot be obtained at this time? What data is considered a requirement to the decision making progress for the bed down? What data might emerge that would require revising the bed down decision?

PA-13

**2.8** Availability of test data. (1-1-3 [referring now to Vol. 1, page 1-3]) “Since then [2001], testing of F-35 aircraft has continued at Edwards AFB, California.” I appreciate a complex system like the F-35A will have a long development. However, for a system that has been in development for 11 years and has been flying for 5 ½ years, shouldn’t there be a suitably aggressive program to determine its difficult environmental performance capabilities such as noise, air quality, and safety? When is this kind of testing scheduled to occur?

<sup>5</sup> The  $L^2$  norm is the Euclidean distance; think hypotenuse, or, square-root-of-the-sum-of-squares.

<sup>6</sup> No compensation was attempted for the lack of “Low Approach and Go” data. Nonetheless, the Hill AFB scenario shows an increase in noise for the F-35A.

**2.9 Mitigation Measures.** (1, 2-43, 32-37; 1, 2-44, 1-2) “Prepare a follow-up to the analysis in this EIS with a subsequent noise evaluation at the selected base(s) to validate the operational profiles and noise levels, and address those results through the AICUZ program. Once the F-35A is operating at the selected base(s), the pilots will have either consistently flown the operational profiles defined in this EIS or modified them to accommodate the unique qualities of the F-35A. At that time, the Air Force proposes to acquire actual F-35A acoustical data to validate the proposed impacts in an appropriate noise study under AICUZ. Furthermore, the Air Force commits to working with the affected communities per the AICUZ guidelines.”

This statement reflects a difficult sense of causation. Let me see if I can paraphrase it. The Air Force will make a site selection, and then perform a noise evaluation. The Air Force proposes to acquire actual F-35A acoustical data only after the bed down has occurred. Doesn't that seem backwards? Shouldn't the Air Force do a preliminary selection on the basis of its simulation models, then calibrate the simulation models with acoustical data, presumably from tests run at facilities such as those at Edwards AFB or Eglin AFB, and only then make a final decision about the bed down?

PA-11

**2.10 F-35A Flight tracks.** (1, 2-19) “Aircraft must avoid congested areas of a city, town, or settlement or any open-air assembly of people by 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Outside congested areas, aircraft must avoid persons, vessels, vehicles, or structures by 500 feet.”

I would like to see an overlay of F-16C as well as proposed F-35A flight tracks on a map of Chittenden County, Vermont. I have often seen pairs of F-16C aircraft darting around at low altitudes. If the mission of these aircraft currently is and will continue to use target areas in New York, New Hampshire, Maine, and over the Atlantic Ocean, it should be the responsibility of the Air Force to have the briefest dwell time in Vermont air space consistent with low noise operation of the aircraft.

NS-20

**2.11 Other factors.** (1, 2-29) “The Air Force determined that these alternative locations best fulfill its mission responsibilities, taking into consideration operational, technical, environmental, and other factors.” For a decision of the magnitude of the F-35A bed down, an extensive inventory of “other factors” seems appropriate.

PA-12

**2.12 Unavoidable Impacts.** (1, 2-45, 21-25) “Certain F-35A beddown activities are projected to result in disturbance and/or noise within areas not previously or recently subjected to these effects. To the extent practicable, mitigation measures would be applied to reduce potential effects to acceptable levels. However, noise impacts that cannot be mitigated could occur. Some of these impacts could be considered adverse or annoying to potentially affected individuals.”

How would you propose to reduce the F-35A acoustical noise emissions likely audible in Chittenden County, Vermont?

NS-11



**2.13 Noise analysis.** (1, 3-12 to 3-14, sec. 3.3.5, ‘Analysis Methodology’) There appear to be three significant issues in this section. It is critical to understand how the noise analysis method was conceived and applied, as it is key to providing the processed noise estimates that will be used for decision making.

First, this section is unduly vague. If the results are calculated, the means of calculation and their derivation should be provided, with the key material within the draft EIS, and suitable support material included by reference to the research literature.

NS-27

Second, it is only in this section that it is disclosed that all of the noise analysis in the draft EIS is by way of simulations (NOISEMAP 7 and INM). The Air Force Center for Engineering and the Environment indicates that the Air Force Research Laboratory oversees the development of NOISEMAP. What is missing from the draft EIS is any mention of how these models and simulators have been validated. If they have been validated, they should have a limit of error for each quantity they estimate. Why there are no limits of error in any of the published data in the draft EIS is perplexing. Are the limits of error all so small as to be negligible (on the order of +/-1 to +/-2 dB), or was this overlooked?

NS-28

Third, the statement is made (1, 3-13) “For modeling purposes, the civilian/commercial noise levels generated under INM were combined logarithmically with the military aircraft noise calculated by NOISEMAP for Burlington IAP and Jacksonville IAP.” What exactly does this mean? Has this combination of INM and NOISEMAP results been used before? What is the theoretical justification for doing this? How have the results been empirically verified? Finally, can these results be consistently compared with NOISEMAP results alone?

NS-23

**2.14 Noise at Burlington AGS.** (1, BR4-18). “See Section 3.3.5 and Appendix C for more information regarding noise modeling.” Having examined section 3.3.5 and Volume 2, Appendix C (“Noise Modeling”) I have not been able to find any explanation or derive any insight into how the Burlington AGS noise estimates of SEL and  $L_{\max}$  were made.

NS-26

### 3. Sound File

Speaking about sounds and the manner in which they are measured is complicated, and comparing the results of one measurement to another can be difficult. In any case, discussing sound data is, in general, quite a bit more demanding than listening to a suitable demonstration. To that end, I prepared a sound file to illustrate the difference in the F-16C and F-35A acoustic noise using the data provided in the draft EIS.

PI-2

Looking at Table 6-7 (page ES-11), the  $L_{\max}$  data is the most reasonable to compare, as it is an actual sound pressure level, not a dose like the SEL.<sup>7</sup> The data in Table 6-7 can then be summarized.

Summary of Table 6-7			
Condition	$L_{\max}$ , F-16C, dBA	$L_{\max}$ , F-35A, dBA	Difference, dB
Afterburner Take-off	94	115	21
Military Power Take-off	94	115	21
Arrival	73	95	22
Low Approach and Go	66	91	25

The differences range from 21 to 25 dB. To simplify matters and give something of an optimistic demonstration, I selected the 21 dB difference as the smallest difference. I then took a sample of pink noise, a widely used acoustical test signal, and weighted it by 0 dB (unity) and -21 dB, to correspond with the F-35A and F-16C  $L_{\max}$  data. I recorded these two signals three times in alternation, and made a sound file of the result.<sup>8</sup> Here is its program.

Program of sound file								
Model	--	F-16C	F-35A	F-16C	F-35A	F-16C	F-35A	--
Sound File	1 sec fade in	9 sec, -21 dB pink noise	10 sec, 0 dB pink noise	10 sec, -21 dB pink noise	10 sec, 0 dB pink noise	10 sec, -21 dB pink noise	9 sec, 0 dB pink noise	1 sec fade out

The sound file will give you a good idea of what a 21 dB difference in sound pressure level represents. An additional complication is that the recording cannot in itself reproduce the absolute sound pressure levels, that is, the given 94 dBA (F-16C) and 115 dBA (F-35A) sound pressure levels. To scale the actual sound pressure levels would require use of a calibrated sound pressure level meter to make sure the recorded levels were accurately reproduced. This precise scaling is not altogether necessary for the demonstration to be effective; the point is that the F-16C is already annoyingly loud, and the F-35A will be 21 dB louder.<sup>9</sup> This demonstration could be criticized as comparing  $L_{\max}$ , which is defined as a transient event; however, the duration of the  $L_{\max}$  data as

<sup>7</sup> And, while the SEL is defined as “a composite metric that represents both the intensity of sound and its duration”, the SEL is tabulated in dBA. As a dose of sound for some duration, SEL should be computed in dBA-seconds, if this, in fact, had any particular meaning.

<sup>8</sup> The sound file is an mp3 file with identical left and right channels, a sampling rate of 44.1 kHz, and a bit rate of 128 kbit/sec.

<sup>9</sup> It's worth pointing out that a sound pressure level of 115 dBA will readily cause acoustic trauma and possible injury. Don't try this at home without supervision! When I confirmed the recording, I noted the background noise was 55 dBA, and that the F-16C portion generated an SPL of 65 dBA, and the F-35A portion an SPL of 86 dBA. These are still loud, and, of note, 29 dB quieter than the expectation of the actual noise.

included in the EIS has not been specified, and the duration of the events in the sound file does not seem to me markedly longer than the noise events we routinely hear. Given this state of affairs, if the F-35A acoustical noise has a sustained component appreciably less than the  $L_{max}$  values reported, this suggests that the acoustical noise characterization is incomplete, and that the draft EIS will need significantly more work to accurately characterize the F-35A acoustical noise emissions, and, if there is such a variation in acoustical noise emissions, there may be effective noise abatement strategies available.

NS-9

NS-11

#### 4. Closure

First, listen to the sound file I have provided, and see if you don't agree that the difference in level between the F-16C and F-35A is not, at a minimum, worthy of serious consideration.

PI-2

I understand that the F-35 is an enormous program, and like most enormous programs, it has an enormous amount of inertia. Once the bed down decisions are made, they will very likely not be changed, if for no other reasons, than those of additional time and additional money—on a project already spanning decades.

The Air Force needs to fill in what appears to be incomplete in the draft EIS. For example, if the noise simulations have been found to be accurate, then appropriate follow-up verification should be a matter of public record and cited. The limit of error should be tabulated along with all of the other data. Combinations of simulations (here NOISEMAP and INM) should be justified theoretically, proven numerically, and empirically verified.

NS-25

NS-28

NS-23

The Air Force should adopt a greater transparency in both its decision making process for this bed down and in the eventual administration of the bed down. Mediation and mitigation plans that can be expected to make a real difference should be in place before a Record of Decision is made. Realistic noise abatement procedures should be researched, verified, and incorporated into the EIS, before a decision is made.

PA-7

PA-8

NS-11

The Cover Sheet, DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR UNITED STATES AIR FORCE F-35A OPERATIONAL BASING, (Vol. 1, sheet 5 of 876) makes the statement "While subsonic and supersonic noise levels in the airspace would change under the different scenarios at the six alternative locations, no substantial adverse impacts to land uses, populations, or natural resources would result." I respectfully disagree. Given the alternatives, I believe the information presented in the draft EIS shows that there are more appropriate sites than Burlington AGS for the bed down of the F-35A.



Mr. Nick Germanos  
HQ ACC/A7PS  
Suite 337  
129 Andrews St.  
Langley Air Force Base VA, 23665-2769

5/21/12

GO-2

Subject: F35 deployment to Vermont National Guard / Burlington VT Airport

Dear Mr. Germanos,

I live and have lived on or near the approach to the main runway, runway 15, of the Burlington VT airport.

Over the years commercial aviation use of this airport has greatly increased. This with your current F16's produces a now intolerable noise level. Commercial aviation noise will only increase with new planes and new routes.

May studies as well as innate knowledge show we need peace and quiet and noise pollution degrades quality of life.

Although flights, particularly of jets – and your jets – produce a many second (7-11) loud noise level that interrupts conversations, telephone calls, radio/TV listening, and sometimes startles, the many close flights of many planes of the National Guard jets produce a loud noise level exceeding 30 – 45 seconds.

I know there is a minimum level of altitude planes must adhere to on this approach, but it's only respected in the violation rather than the keeping. Particular with the National Guard jets.

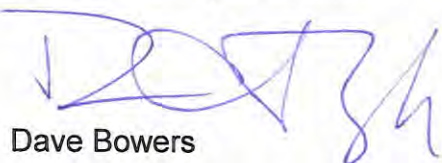
AA-2

One question, why is there not a "noise abatement" program in place as in many of the other airports where your jets are based?

NS-11

Therefore I must disagree and protest you're basing of F-35's here.

Thank you for your attention,



Dave Bowers

May 22, 2012

To: Nicholas Germanos,  
HQ ACC/A7PS  
129 Andrews St., Suite 332  
Langley AFB, VA 23665-2769

Reference: Basing the F-35 Fighter at Burlington International Airport

I own residential property at 28 & 30 Duval St., So. Burlington, VT. It is a rental duplex building. The two apartments are currently rented to two families. I have also lived there for 5 years. It is located just outside the current "sound line" that has been published by the Burlington International Airport.

I am not in favor of basing the F-35 fighter at the Burlington International Airport for many reasons. The current F-16s are loud enough. A doubling of the sound level would be unlivable. If I were to lose the income from these two apartments, it would severely impact my income and ability to live in my own home in Jericho. Too much taxpayer money is already being spent to buy and demolish residential homes inside the current "sound line". If the F-35's will make the "sound area" bigger, that means more sound pollution to more residential areas and potentially more taxpayer money spent to buy and demolish homes. Why can't the F-35 be made quieter? Why not base the F-35 where there are fewer residential homes affected?

GO-1

SO-7

LO-3

NS-11

Thank you.



Joan Swan

May 22, 2012

Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews St. Suite 332  
Langley AFB, VA 23665-2769

GO-2

Dear Mr. Germanos,

I am writing you regarding the potential deployment of the F-35 fighter jets to Burlington, VT. I would like to point out that a lot of the comments seem to be coming from neighborhoods near the airport, but there are many, many more people in the state who will also be negatively impacted by the increased noise from these jets. I'm about 35 miles from BTV yet I notice when the current jets take off – the noise level is obviously relative to the ambient noise, which for me is very low.

Please don't inject these noisy machines into our lives. A big reason I came to Vermont is for the quiet.

Sincerely,

A handwritten signature in cursive script that reads "Susie Leonard".

Susie Leonard





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

Location: Canton New York  
Date: 5/18/2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

*In the Viper MOA, most of the F-35 flights will be in the higher-altitude category, but some will be at lower altitudes. When and where are those low-altitude flights likely to occur and what is the noise impact associated with them?*

NS-24

\*\*\*Please Print\*\*\*

Name: Jon Montan

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

May 14, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1

Re: Support for F-35A Location in Burlington, Vermont

Dear Mr. Germanos,

As a lifeline New England Patriots fan, I never thought, ever, that these words would cross my mind: I support the JETS being successful here in Burlington, Vermont with the Vermont National Air Guard (VNAG).

In addition to all the other advantages that have been submitted, the VNAG has tremendous visibility within New England and America as it is frequently called upon for opening ceremony flyovers at Fenway Park in Boston and for the New England Patriots at Gillette Stadium. These nationally televised events of the Green Mountain Boys' flying state-of-the-art aircraft are inspirational to all and visible to a massive global audience.

In particular, the young people can dream of flying, becoming an engineer, joining the guard, learning to be a technician or attaining a better appreciation for the skills, commitment and dedicated of the US Armed forces. One can only wonder how the jets presence within NE motivates young people to study hard, seek out math and science classes and strive to be great in their personal lives and for their communities. Let's keep this next generation of aircraft up and running here in Vermont, otherwise this would be a large loss for our region.

Thanks for your review and thoughtful consideration for selecting Vermont as the site of the F35A bedding.

Sincerely,



David Bradbury





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: Country Club Estates BTV airport 60. Burt.  
 Date: 5/16/12

NS-11

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

- Do not want increased decibal levels
- You have de-forested at least 100' back and 1/4 - 1/2 mile of trees making noise more evident in neighbor hood on River Cove Rd
- Two other air bases will have a negative impact on community
- Want no noise from until 8 am - no noise after 8
- Increased noise here measured at 85 decibels!
- Back up vehicles are also noisy
- The howl/drone of noise from Jets before take off is LUD
- The noise levels as the F16's sit on the tarmac is high
- Want HUGE term to mitigate noise

\*\*\*Please Print\*\*\*

Name:

Carol Blair

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



# CHARLES GRACE

---

May 20, 2012

Mr. Nick Germanos  
 HQ ACC/A7PS  
 129 Andrews Street, Suite 337  
 Langley Air Force Base, VA 23665-2769

RE: Burlington AGS and F35

Mr. Germanos:

I'd like to make some comments on the possibility of F35 aircraft basing at the Burlington VT air guard station. Caveat – I don't live near the airport. I split my time between Rutland VT and Minneapolis MN. But spent enough time in Burlington in college and afterwards to remember the EB57s and the noisy f102 Delta Darts and F4 Phantoms with their afterburners lighting up the night sky as they muscled upwards. So I have some opinions.

Basically, I don't get the whole public affairs approach here ... it's like cart before the horse. I sense that the USAF is changing the mission of the 158<sup>th</sup> fighter wing from air defense to ground strike. And by changing the mission, you are changing the aircraft requirements to the F35. But this isn't how things are being presented. Instead, the discussion has focused on aircraft and – 'oh by the way - the core mission of the wing is will change but we don't want to talk about that'. Am I wrong here?

PA-16

Second, I'm surprised you haven't invited environmental comments from across Lake Champlain in NY State. Back in the days when KC 135s were basing out of Plattsburg AFB (in the early 70s for me), their rumbling nighttime sorties at 11PM were very noisy and rattled our windows in Burlington for the 20 minutes during taxi and departure. Sound carries a long way across water. I have no doubt the F35s will return the favor to New York.

PI-13

Third, BTV seems like an odd choice for the F35. Yes, its close to North Atlantic air transit routes and near training ranges in Maine and Canada. But the runway is smallish and mountains are nearby. Wouldn't Plattsburgh Airport (the former AFB) - with ample parking, less traffic, and 12,000 ft runway make a better choice? Only 25 miles as crow flies. USAF could base the 158<sup>th</sup> there and it could be jointly operated by NY and VT ANG. It would be an easy and logical move and there is no law prohibiting cross-state National Guard collaboration.

PA-15

PA-5

Net, net. I don't live nearby so I can be all in favor of basing F35s at BTV and not be too concerned. But I think the AF is missing the bigger picture by not considering a bigger facility and a welcoming community right across Lake Champlain.

C Grace

**Gregory Sturtevant Erdmann**

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

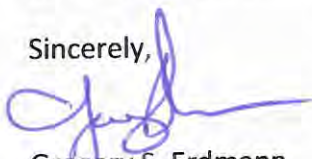
GS-1

I am a resident of Colchester, Vermont and I strongly support the F-35A being based in Burlington and operated by the Vermont Air National Guard. While I understand some local areas may be more impacted by the noise of the F-35A as compared to the F-16C, I think this is more than offset by the larger population areas of Burlington and Essex (to the West and East of BTV respectively) that will actually have less noise impact with the F-35A as outlined in the draft EIS.

The draft EIS states that the total number of take-offs and landings with the F-35A will be less than the total number of take-offs and landings that the VTANG currently executes with the F-16Cs; while the current noise level does not bother me a bit, this fact should be heavily weighted in the Air Force's record of decision. I have had, and continue to have, direct communications with the Operations leadership of the 158FW and I have been briefed on how they modify their flight procedures on arrivals and departures for the current F-16C to greatly reduce the impact of noise in the local area. I am confident they will do the same with the F-35A.

The Vermont Air National Guard and the 158FW are simply the best in the business; they have demonstrated this fact over and over again with their performance on multiple overseas combat deployments and in their Air Force inspection results. Burlington is the perfect strategic & cost effective location to bed down the F-35A. Our community should be privileged have the F-35A in Vermont! Freedom comes at a high price and noise is a very small sacrifice compared to what our uniformed men, women, and children face both at home and in combat missions overseas.

Sincerely,



Gregory S. Erdmann  
Colchester, VT

Jane Williamson

May 21, 2012

Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 332  
Langley AFB, VA 23665

Dear Mr. Germanos:

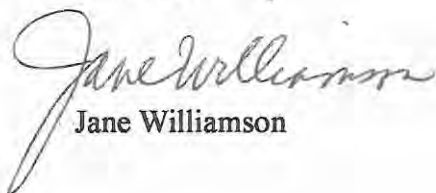
I write to express my opposition to locating the F-35 fighter jets at the Burlington Airport. I am frankly surprised that it would even be considered, given that the airport is surrounded by residential neighborhoods. | GO-1

I will be heavily and detrimentally affected by these planes. I am a freelance editor and work from home and am adversely affected by the current jets. When the planes take off, land, or fly over I am unable to hear anything else. If I am meeting with a client or talking on the phone, neither of us can hear the other and all conversation must stop until the planes are gone. It's hard to imagine how much worse it will be with the much louder F-35s.

Much has been made of the economic advantages of these jets, but the destruction of property values over huge swaths of residential neighborhoods in Burlington, South Burlington, and Winooski will be disastrous. Especially in Winooski, which just rebuilt its city center with new housing. What a waste! | SO-1  
| LU-2

Bringing these planes to the Burlington Airport would be a huge mistake. Please let me know if there is anything else I can do to stop it.

Sincerely,



Jane Williamson



**George A. Chaffee**

May 21, 2012

Nick Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley Air Force Base, VA 23665-2759

Re: Burlington, VT F-35 EIS Hearing

Dear Mr. Germanos,

I am opposed to basing the F-35 at the Vermont National Guard in So. Burlington, VT. The expected sound levels generated by these planes will seriously degrade living conditions and general quality of life where I live, about 3 miles from the airport right under the base leg approach to 33. As it is, the F-16s rattle dishes in the cabinets and make it difficult to converse or watch TV. The F-35 will certainly be worse and I happen to believe that the EIS process has not adequately or honestly addressed the sound levels in a technically correct manner.

GO-1

NS-45

NS-25

Dangling jobs creation in the Burlington area is the accepted ruse but it is clear that significant revenue cutbacks will soon hit the military. With the F-35's lack of credibility among many in Congress, it is doubtful that many jobs will materialize. Even former Defense Secretary, Robert Gates, before he recently retired, was opposed to further funding of the F-35. This is not the time or the place for advanced military operations. I doubt that the F-35 can be effective in deterring terrorists or hit and run ground maneuvers.

Burlington is a small town in a small state. This initiative doesn't represent the values that are held important by most Vermonters and I urge abandonment of the plan to bed your weapon systems here.

Sincerely yours,

George A. Chaffee



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

M095

Location: PALATKA FLA.  
Date: 5-15-12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

AS A RESIDENT WITHIN THE IMPACTED (EIS) AREA I SEE  
NO REASON FOR CONCERNS. THE AIR FORCE AND THE NAVY  
HAVE BEEN BASED IN THIS LOCAL FOR MANY YEARS  
WITHOUT ANY PROBLEMS OR ISSUES. I HAVE LOOKED AT  
THE ENVIRONMENTAL ASPECTS OF THE EXISTING AIRCRAFT  
VERSUS THE F-35 AND SEE VERY LITTLE DIFFERENCE  
IN STATS.

THIS SEEMS LIKE A PERFECT LOCATION FOR  
THE LATEST AIRCRAFT IN THE PROTECTION  
OF OUR COUNTRY

\*\*\*Please Print\*\*\*

Name: ANTHONY J BUSH

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

May 21, 2012

Nicholas Germanos  
 HQ ACC/A7PS  
 129 Andrews St., Suite 332  
 Langley AFB, VA  
 23665-2769

Dear Mr. Germanos,

We are writing to register our protest about bringing the F-35s to South Burlington, Vermont. | GO-1  
 We live in Mayfair Park, adjacent to the airport and in the sound path. We have lived 46 years in this settled, traditional neighborhood, and hope to reside here for the rest of our lives.

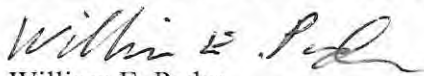
We attended the hearing at the high school on May 14<sup>th</sup>, but after 4 hours still did not get a chance to speak. The vast majority of the occasion was irrelevant rhetoric about the Guard and very little about the EIS. If the hearing was supposed to be about whether or not to retain or lose the current AF base it should have been so announced.

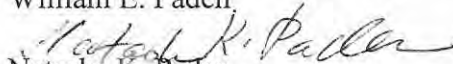
A lot of speakers thought the new jets would bring new jobs. Not the issue at all. There are many ways to create new jobs other than destroying residential neighborhoods. A hearing on the EIS is not about those economic opportunities but about the question of victimage, and the question of liabilities, brought on by increased sound pollution and violence. Most of the speakers did not themselves live in the impacted zones so of course they thought only in terms of self interest (increase business, retain the guard, bestow prestige on our air base). But a hearing of this kind should really be about those potentially making the sacrifices, about those who stand to be damaged, and about the damage to the environment—including the many schools, universities, and retirement homes in the area, not to mention virtually all the residents.

PI-8

It seems odd that the Air Force would get to the point of even considering adding higher power fighter planes right in the middle of Vermont's most populous community. We beg you to consider other locations that will not disturb existing neighborhoods. Surely there are many. Surely you can find a better location. It's a big country, with lots of space.

Thank you for your attention to our concern,

  
 William E. Paden

  
 Natasha K. Paden



STEPHEN D. ALLEN

---

**To:** Nicholas Germanos  
**From:** Steve Allen  
**Date:** May 21, 2012  
**Subject:** F-35's in Burlington, VT

GO-2

---

I would like to express my opposition to basing the F-35's at the Burlington Airport. I live in Winooski where hundreds of homes and businesses will be negatively impacted by the noise produced by the aircraft. The FAA has determined that the noise levels expected are "incompatible with residential use". Given the impact on over 1,000 housing units in our densely populated community, the placement of the F-35's at this facility would be very detrimental to the quality of life and many thousands of residents.

NS-45

Thank you for considering these comments.

May 10, 2012

Mr. Nick Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos:

Please consider this request in the most respectful, yet strongest possible terms, to NOT allow the F35 fighter jets to be stationed at Burlington International Airport in Vermont.

GO-1

As a long-time resident of South Burlington, with direct experience hearing the already disturbing noise levels from the current F16 planes that fly over our neighborhood, I am appalled that the even-louder F35's would even be considered for such a densely populated area.

The recently released environmental impact statement reveals what we already suspected—that the F35 jets will be even louder than the F16's. The rationalization we hear from the VT National Guard is that they wouldn't be “much” louder, but this is of little solace when every resident in the flight path of the F16 will readily tell you that THOSE planes are already too loud—that they often rattle windows, always halt conversations, and—I'm being quite serious here—frighten small children. So the F35's being “not much” louder is hardly a selling point.

NS-4

Please understand also that the F35's would impact a larger area than they do already, and again—this is a tightly packed residential swath we are talking about. The city of Winooski, which is in dire need of low-income housing for a growing population of

EJ-3

immigrants from many parts of the world, would not be able to build such housing should the F35's come to Burlington. I mention this because it's not just about people upset with noise pollution—although that is a very good reason in itself for basing the jets elsewhere—this decision also has profound economic and quality of life ramifications. | EJ-3  
| SO-1 / NS-45

These planes are far better suited for states like Utah or Idaho (which I understand are being considered as alternatives), where there are much greater open spaces of land, and where local property values would not plummet as they would here in the Burlington region for homeowners in or near the flight path. I have spoken to several real estate agents who shake their heads sadly and admit that people who have worked hard, paid their taxes and committed years of effort to upgrade the value of their homes would see those efforts wiped away due to condemned houses nearby the flight path and the automatic lowering of their property values, no matter how much work they've done to improve their homes. | SO-1  
| LU-1  
| SO-1

Bringing the F35's to Burlington would simply be an unfair and poor decision affecting thousands of people who respect the Air Force and their local Air Guard, but would be severely and negatively affected by such a move.

PLEASE do NOT do this. I urge you to award the F35 fleet to a more geographically appropriate state and region.

Very sincerely,



Mitch Wertlieb

South Burlington, VT



May 14, 2012

Name:

ROBERT LARROW

Address:

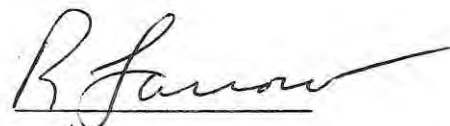
GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, appearing to read "R. Larrow", written over a horizontal line.

May 14, 2012

Name: *Robert L. Walsh*

GS-1

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*Robert L. Walsh*

May 14, 2012

Name: MAUREEN HENRY

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,





May 14, 2012

Name: John Larrow

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script that reads "John W. Larrow". The signature is written in dark ink and is positioned below the word "Respectfully,".

May 14, 2012

Name: *Mary Bernardina*

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

*Mary Bernardina*

May 14, 2012

Name: 

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,







**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** S. Burlington, VT  
**Date:** 5/14/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I support the Air National Guard of Vermont obtaining the  
F-35's.

\*\*\*Please Print\*\*\*

**Name:**

Jeremi Samuel Lawrence

**Address:**

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ No     

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: S. Burlington, VT  
 Date: 5/14/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I support the Air National Guard getting  
the F-35s!!

\*\*\*Please Print\*\*\*

Name: Casen Baczewski

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ No \_\_\_\_\_

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



## GREGORY EPLER WOOD

Mr. Nick Germanos  
F-35A EIS Project Manager  
HQACC/A7PS  
129 Andrews Street, Suite 102 (Room 337)  
Hampton, VA 23665-2769

May 23, 2012

Dear Mr. Germanos,

I'd like to submit my comments (enclosed) regarding the EIS for Burlington, Vermont's potential beddown site for the F-35s.

But first, I must file a complaint with you about the lack of professionalism in the manner in which the May 14<sup>th</sup> public hearing here was conducted. The USAF Judge who was managing the speakers list seemed either lackadaisical or incompetent—I wouldn't assume he was deliberately acting (or not acting in many cases) as he did:

- In spite of the many warnings by him and previous officials, there was no enforcement of the 'no applause' rule by the Judge nor anyone else (except for a plea from an audience member). This was intimidating to those who came to question the EIS, for the fear that their remarks would seem unpatriotic, or a challenge to the crowd's livelihood.
- His inability to sort out the sign-in sheets in a timely manner after each speaker provided a 'window of opportunity' for the audience to start their applause, which he did not attempt to curtail.
- Although he announced that he'd call the next person and the one to follow ('on deck' speaker), he did that only twice during the entire three hours.
- There seemed to be no enforcement of the 3-minute rule—a number of speakers (all but one in patriotic support of the USAF and VTANG) well exceeded the three minutes, with nary a red card wave nor interruption by the Judge.
- I suspect a manipulation of the order of the sign-in sheets. I arrived and filled out my speaker's form at 5:35, and many people arrived after me doing the same. I was not called before the 8:10PM break, and so out of curiosity I went down to the table where the cards were being handled by an audience member who had been allowed to "split the deck" by the fellow (not the judge) sitting there, ostensibly guarding the sheets. I asked him politely if he would look for mine in the 'top' pile because of my above concerns and curiosity. We found mine about five (5) down the pile. Contented that I'd be up soon, I stuck around. After the testimonies resumed, however, at least eight (8) people were called to speak and the ninth (not me) was called. Frustrated and hungry, and suspecting that the top of the deck was sloppily allowed to "shuffle" to the bottom, I left at 8:45.

The Judge could have spoken with any Vermont town moderator or select board member to get tips on how to run a public meeting—we do it every March very efficiently at Town Meeting, and, additionally, because of our Open Meeting Law, our villages, towns and cities (including

PI-8



South Burlington) have a public forum on their agendas where folks are given three minutes to speak. In all cases, the rules are announced, understood and enforced. This hearing was embarrassing and frustrating, particularly to those, like me, who came to ask some honest questions directly (I emphasize directly) related to the EIS (my comments are enclosed).

One more comment I'd like to make: I was astonished at the number of commenters whose reasons for supporting the locating of F-35s at BTV were fundamentally based on money and patriotism. One example of this stood out. When the chief financial officer of Vermont's largest hospital, Fletcher Allen, testified that his institution was concerned about the money the USAF's jets bring to us, and didn't once mention the welfare of the hospital's patients who seek rest and healing under VTANG's jet's flight path, I thought his speech was insensitive and beyond the pale. And salt in the wound was the applause that followed his testimony.

I've cc'd this letter to my federal Congressional Delegation, Chittenden County State Senators, State State Representatives, Vermont Governor, Burlington Mayor and Burlington City Councilors, and request that you (1) schedule another public hearing that is properly managed, and (2) extend the time period past the June 1, 2012 deadline for accepting comments on the EIS.

Sincerely,



Gregory Epler Wood

Enclosure: Comments on the EIS

Cc: Hon. U.S. Senator Patrick Leahy  
 Hon. U.S. Senator Bernie Sanders  
 Hon. U.S. Representative Peter Welch  
 Hon. Vermont Governor Peter Schumlin  
 State Senator Tim Ashe  
 State Senator Philip Baruth  
 State Senator Ginny Lyons  
 State Senator Hinda Miller  
 State Senator Sally Fox  
 State Senator Diane Snelling  
 State Representative Johanna Donovan  
 State Representative Suzi Wizowaty  
 Burlington Mayor Miro Weinberger  
 Burlington City Councilor Karen Paul  
 Burlington Councilor Norman Blais

File: f-35 hearing comments

Gregory Epler-Wood

May 23, 2012

My name is Greg EplerWood, a resident of Burlington, Vermont. I attended the first public presentation regarding the F-35s in Winooski a couple years ago and have read the EIS Executive Summary, and skimmed the full document. I raise four questions I believe weren't addressed in this process—issues that question the validity of the EIS—and then I have a closing comment.

First, were decibel levels field tested with F-35 landings/takeoffs, flyovers and touch-and-gos at our airport? I've seen a video of a citizen taking dB readings at Tucson airport, with F-16s and F-35s flying overhead using a simple, hand-held dB meter. Did you deploy teams of testers to populated areas within, say, a 3-mile radius of the airport to gather actual, real-world data outside the 65 dB contour? I understand the EIS team did not. So if a couple of citizens can do this in Tucson, why was this not done here?

NS-2  
PA-2

Second, with F-35s' less frequent but up to 20 dB **louder** noise levels, was the impact on disruption of human attention, activity and quality of life measured? I didn't see an informed discussion of the qualitative effects of SELs, or sustained roars that last a minute, or more. According to your data, F-35s will be about **four times** as loud as an F-16, but perhaps with less frequency. I know from personal experience living and working in a wooden house three-and-a-half miles away from the airport and behind a hill, I'm already distracted by F-16 activity, and it's hard for me to believe that any normal-hearing human living within two miles of the airport could claim to be able to acclimate to louder and less frequent interruptions, except maybe if they're inside a big masonry structure. Or, if they work for the VTANG or one of its contracting businesses and forgive such intrusions as an "occupational hazard." For example, do your metrics show the impact upon residents of the many nursing homes and senior assisted-living facilities in our community? What about the amount and effects of what I'll call "trailing noise" after the peak noise—trailing that can last up to three minutes and most certainly should be considered as an element of human distraction? Once the jet has gotten your attention, it's hard to ignore it as it trails away. You can be well outside the 65 dB human speech contour and still be impacted by this noise.

NS-5

NS-6

NS-5

Third, fighter jets are intended for combat. Whether such jets would be actually of any value in guerilla warfare or terrorism is an important question for our Congress and President to continue to argue; however, now that it has them, the USAF should be able to answer the question of what will happen when F-35s are called into active combat? BTV is being identified as a "beddown" location—a seemingly innocuous and passive term, but would we not experience an increase of flights for training, repairs, testing, an increase in the number of F-35s, including flights in the overnight hours between 10pm and 7am? Just as town planners look at the impacts of full build-out of their zoning decisions, the USAF should be looking at the impacts of a similar "build-out,"

PA-6



or full deployment of these machines when they are used for the purpose for which they were intended. And who would enforce the limits and dare to challenge any previously agreed-to limits? The EIS does not deal with these any of these issues.

PA-6

Fourth, with Chittenden County competing for the lowest unemployment rates in the US, would, in fact, these statistics suffer significantly absent the F-35s? The EIS leaves one with the impression that if BTV were not chosen as the beddown location, it would lead to the loss of hundreds of jobs. In fact, at the May 14<sup>th</sup> hearing we heard a number of commenters claiming this, and worse: financial ruin for thousands of families and disaster for Chittenden County! If an EIS were worth the (possibly) million dollars it costs, it should have a section on both primary and secondary economic impacts. That is, what would be the economic impact on the Chittenden County economy if the F-35s were to be bed down here, and what if they were not. In the former scenario, we need to know how the presence of the F-16s impacts our economy. In the latter scenario, we would have to know the impacts based upon when the F-16s would be retired and what possible other missions might be assigned to the VTANG to replace them. We need to know how home values would be affected, and how many homes would have to be acquired and demolished? Also, if we are to use the economic multiplier effect in this case as we do in so many other analyses of our community's activities, what would be the net effect on Burlington, Winooski and South Burlington? The VTANG certainly has a ripple economic impact upon our economy, and we should know what those are. The EIS could have done some research by consulting with any of a number of academic and private-sector economists who have studied our local and regional economies.

SO-10

SO-1

LU-3

SO-11

Implied in some of the above comments is the fact that the EIS should have considered more of the qualitative impacts of locating the F-35s here, and not spend such enormous amount of the document's printed real estate on quantitative data—especially on the data that we've seen as flawed because it's based on theoretical, not actual measurements. One example of a qualitative metric would be the benefits in home ownership, community life and tourism from an absence of such roar interruptions.

SO-12

Finally, a comment. I am a Vietnam-era USAF veteran, and because of my strong beliefs that the tail of our military-industrial complex has been wagging the dog (sorry, Congress, for such a crude metaphor) for far too many years, I place faith in the resolve, innovativeness and character of Vermonters to not only maintain, but also continue to improve the quality of life for our children and our economy with meaningful employment opportunities that are alternatives to such a high-impact enterprise as that which we're discussing. And, at the same time NOT jeopardize the United States' military readiness and capability, because there are alternatives to locating the F-35s here. We don't need this 500-pound gorilla shoe-horned into our tiny metro area.

GO-1

Thank you very much.





May 14, 2012

Name: ERIC BERNARDINA

Address:

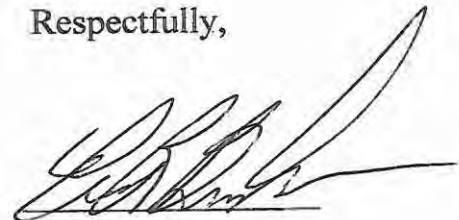
Mr. Nick Germanos, HQ ACC/A7PS  
1129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

It is my distinct pleasure to write to you in avid support of the Vermont Air National Guards' selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American Citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



May 22, 2012

Mr. Nick Germanos  
 HQ ACC/A7PS  
 129 Andrews Street, Suite 337  
 Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos:

I write to express my objections to the potential “bedding-down” of the F-35 fighter jets at Burlington International Airport, which is located in South Burlington, VT. Despite the economic benefits and honor that such bedding down would bring us according to our politicians, I believe the impacts of hosting the F-35s far outweigh the potential benefits.

GO-1

Your own Environmental Impact Statement (EIS) indicates that there will be a substantial increase in land use area and in residents affected. In Scenario 1 where 18 F-35s are bed-down at BIA the area impacted by noise of 65DB or greater will increase by 289 acres; the population affected will increase by 1,820 (a 52% increase over current impact levels). Should we be hosting 24 F35s which is possible under Scenario 2, the impacted area would increase by 672 acres, the affected population by 2,963 (an 80% increase). The area includes an elementary school and a rehabilitation center.

Chittenden County is the most populous county in Vermont. Why choose to bed-down here? The affected population includes children, college students, elderly and hospital patients, all within the impacted area. The burden, unfortunately, will fall disproportionately on those of lower income in South Burlington, Winooski and Williston, VT. All residents of the affected area are at risk for negative health effects caused by the increased noise pollution; all city residents will be impacted by the economic burden.

EJ-3

Exposure to noise of 65DB or greater (65DB or greater acknowledged in EIS) can cause hearing impairment, hypertension, ischemic heart disease, sleep disturbance and a decreased immune system function. Elevated sound levels cause trauma to the inner ear which can result in irreversible hearing loss. Studies in Germany have found that a 60DB daytime average can increase coronary heart disease 61% in men and 80% in women. Exposure to levels above 67DB cause increased adrenalin and cortisol levels that can lead to hypertension.

NS-8

NS-3

NS-8

Cortisol is a hormone that is involved in the body’s reaction to stress and anxiety and it reduces the ability of the immune system to respond to disease or injury. This is particularly true if the exposure occurs at night at causes prolonged stress and disturbed sleep (night flying). Some people are more vulnerable to these effects than others, but these are not risks we want to take. We can’t just ignore our bodies’ reaction to extreme noise.

As to economic benefits, yes, we may gain or keep 1,000 Guard jobs and the business that brings. But what about other employers who may not locate here because their employees choose not to live in an area impacted by substantial noise hazard. Within the affected area is an elementary school, the Chamberlin School. It will likely need to be relocated. Will the National Guard pay for the relocation, or will SB taxpayers? What about our tax base, property values and the shrinking supply of affordable housing in Chittenden County. Is the government willing to reimburse SB taxpayers for what we will lose in our tax base when whole neighborhoods are destroyed? It will be far less desirable to buy property in just about all of South Burlington (I do not live within the "affected area", yet I hear the F-16s now). All of us will suffer a decrease in property values.

SO-4

SO-9

LU-1

SO-1

Burlington International Airport in South Burlington, Vermont is not the place to bed-down the F-35s. The risk and the burden is too great. Take them to Utah.

Respectfully,

  
Tricia (Marian) Griffith





# SOUTH BURLINGTON SCHOOL DISTRICT

500 DORSET STREET  
SOUTH BURLINGTON, VT 05403  
OFFICE: FREDERICK H. TUTTLE MIDDLE SCHOOL

Phone: 802-652-7250  
Fax: 802-652-7257  
E-mail: [sbsd@sbschools.net](mailto:sbsd@sbschools.net)

May 14, 2012

HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665

Thank you for the opportunity to provide comments on the Air Force's Draft F-35A Operational Basing Environmental Impact Statement ("Draft EIS"). I am providing comments on behalf of the School Board for the South Burlington School District.

The South Burlington School District consists of three elementary schools, a middle school, and a high school. The District employs 510 teachers and staff and serves 2402 students.

Our comments focus on concerns regarding the completeness of the Draft EIS's consideration of the noise impacts on the South Burlington School District of basing 18 or 26 F-35As at the Burlington Air Guard Station. We do not take a position at this time on whether the bed down of the F35-As at the Burlington Air Guard Station would be in the best interest of the District or community. The following addresses the Draft EIS's consideration of direct noise impacts on the District's schools, the indirect or cumulative impacts on the community from an increased noise level, and mitigation measures.

## I. Consideration of Noise Impacts on the District's Schools

Of greatest interest to the School Board are the direct noise impacts on the District's schools, teachers, staff, and students and their families. The Draft EIS is deficient in a number of respects in its evaluation of these impacts.

First, although the analysis does address the impact of classroom speech interference from noise, the consideration of impacts on Chamberlin Elementary School and other South Burlington schools is too narrow and cursory. The Draft EIS evaluates "two . . . classroom criteria . . . to determine if aircraft noise may inhibit classroom learning." Draft EIS at BR4-22. It states that one "appropriate criterion is a limit on indoor background equivalent noise levels of 35 to 40 dB" and another such criterion is "a limit on single events of 50dB L<sub>max</sub>." *Id.* It appears, however, that the Draft EIS includes no data for the first criterion: there is no data regarding actual and expected background equivalent noise for the school. The analysis seems to be limited to the number of single events of 50 dB L<sub>max</sub>. Without an understanding of what the background equivalent noise level is and may be, the analysis does not fully or adequately consider whether classroom learning will be inhibited. Further, the analysis

explains that, under scenario one (18 F-35As), Chamberlin would be subjected to 5 events of 50 dBL<sub>max</sub> with windows closed and 25 events with windows open, and, under scenario 2 (24 F-35As), it would be subjected to 6 events of 50 dBL<sub>max</sub> with windows closed and 26 events with windows open. It is not clear from the Draft EIS whether it is setting forth the average events per hour or per day. In any event, the Draft EIS does not provide an appropriately detailed examination of the actual impacts this noise interruption would have on classroom learning and student health, relying instead on generalizations related to noise impacts on learning and cognition and health effects on the affected population. Draft EIS at C-20 to C-23, C-30 to C-32. A more detailed analysis specific to this situation is necessary.

NS-17

Second, the Draft EIS does not address the impacts of the noise on Chamberlin students who are outdoors. At Chamberlin, students are outdoors during recess or lunch for at least 45 minutes per day. During this time, the students may be subjected to far higher noise levels than they encounter in classrooms with the windows closed. Nor does the Draft EIS analyze potential impacts from the noise on other District schools, particularly to Rick Marcotte Central Elementary School. In order to provide a complete analysis for the decision as to whether to locate F-35As at the South Burlington Air Guard Station, the Draft EIS should evaluate these impacts.

NS-18

Third, the Draft EIS should compare the noise impacts of the F-35As with the noise impacts of commercial and civilian aircraft without the contribution of the F-16s. In examining the noise impact, including on Chamberlin, the analysis compares the expected noise level of the proposed bed down to a baseline that includes the current noise impact of the 18 F-16s flown by the Vermont Air National Guard. The decibel Day-Night Average Sound Level (db DNL) is 70 under the baseline scenario, 67 under the 18-F-35A scenario, and 68 under the 26 F-35A scenario. This suggests that, at least with respect to Chamberlin, the bed down of the F-35As would improve the noise impact.

But we must ask whether this provides a fully accurate and realistic comparison. It is our understanding that the F-16s at the Burlington Air Guard Station will be phased out if the F-35As are bed down at a location other than Burlington. Thus, in addition to the comparison to the baseline, it would be appropriate to compare the noise level excluding the F-16s from the equation. What would the noise level be with the F-35As relative to the projected civil and commercial contribution, excluding the contribution of the F-16s, which will be phased out? This would provide the public and decision makers with information that is more relevant for determining whether to locate the F-35As at the Burlington Air Guard Station versus one of the other proposed locations.

NS-19

## II. Indirect and Cumulative Impacts on the School District

The analysis also insufficiently considers indirect and cumulative, yet foreseeable, impacts to the School District from noise. To understand the insufficiency of its consideration of such impacts, a closer examination of the noise contour maps on which the Air Force relies is necessary.



As we understand it, there are two noise contour comparisons analyzed in the Draft EIS. One analysis compares baseline and F-35A scenario noise contours derived from the Air Force's use of the NOISEMAP software program. Figures 3.2-2, 3.2-3, 3.10-1, 3.10-2. A second analysis compares the Part 150 Noise Study contours, which are used for the Federal Aviation Administration ("FAA") Part 150-Noise Compatibility program, with the F-35A scenario noise contours. Figure 3.10-3. Under the FAA's Part 150 program, the FAA is funding the acquisition of residential properties in South Burlington within the 65 DNL contour of the Part 150 contour map. The Part 150 contour map is derived from the Integrated Noise Model used by the FAA, not the NOISEMAP software used by the Air Force.

The potential impacts on South Burlington are significantly different depending on which comparison one views. In the first analysis, a comparison of the baseline against the two F-35A scenarios suggests that the residential noise impact on South Burlington would actually decrease under either scenario one (18 F-35As) or two (26 F-35As), even though the overall noise impact to the surrounding residential community would increase. It appears from the contour maps that the noise patterns under the F-35A scenarios are narrower than the baseline contours and encompass less of the residential area in South Burlington. The overall increase in the residential area impacted by noise is due to the extension of the 65 dB contour to the northwest of the airport, increasing the impacted residential area in Winooski.

The comparison of the noise contours of the F-35A scenarios to the Part 150 noise contour map paints a very different picture. Under this comparison, the 65 dB contour for either F-35A scenario covers substantially more area both in South Burlington and Winooski. See Draft EIS at BR4-62, Table BR3.10-3, Figure 3.10-3. Should the noise contour used in the FAA's Part 150 Noise Compatibility Program become coextensive with the F-35A scenario noise contours set forth in the Draft EIS, a significant increase in the households in South Burlington as well as Winooski would be subject to that program and could be slated for purchase and destruction.

The Draft EIS analysis of the impact of this foreseeable result is insufficient. It mentions but provides no analysis of the cumulative impacts of the bed down combined with the FAA Part 150 Noise Compatibility Program. Draft EIS at BR4-88. It is foreseeable that the expanded 65 dB zone that would result from the bed down of F-35As at the Burlington Air Guard Station would lead to a decrease in the number of households and associated population in South Burlington, a resultant decrease in the tax base that funds the District's schools, and a decrease in enrollment in the District's schools. The Air Force should fully explain these impacts to inform the decision as to the location of the F-35As.

NS-22

SO-6

### III. Mitigation Measures

The Draft EIS also provides an inadequate discussion of the mitigation measures that could be used to decrease the impacts on the South Burlington School District. In particular, in discussing impacts on land uses, the Draft EIS suggests that land use for educational services in noise zones of 65-69 or 70-74 dB is "generally compatible with



Noise Level Reduction. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted." C-17 – C-18. The level of uncertainty demonstrated in this statement calls for caution in proceeding with an activity that will cause "difficulties" to the land use, in this case education, that may not be mitigated with noise level reduction. There must be a more robust evaluation and discussion of potential measures to mitigate the effects of noise on learning and cognitive abilities.

NS-11

Further, the Draft EIS briefly mentions measures designed to mitigate noise impacts in South Burlington. It states that the Air Force would "[c]ontinue to work with Burlington IAP and City of South Burlington to support purchase and relocation through the Part 150 process and to assess noise abatement measures." Draft EIS at 2-45. The continuation of purchase and relocation of families through the Part 150 process would, however, exacerbate adverse impacts to the School District. It is this very process that will foreseeably lead to the contraction of the District's tax base and to decreasing enrollment in District schools. Instead, the Air Force should further evaluate how various noise abatement measures could be used to reduce the area that may be impacted by unacceptable noise levels.

SO-6

NS-11

We appreciate the opportunity to comment on the Air Force's Draft EIS and we look forward to having our concerns and questions addressed. The School Board and the District's Administration are available to provide additional information to the Air Force for its continuing consideration of the impacts of its proposed action.

Sincerely,



Martin LaLonde  
For the South Burlington School Board

May 10, 2012

Mr. Nick Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos:

I live across the street from the Burlington International Airport. I am writing to strongly oppose the decision for the F35 fighter jets to be stationed here in Vermont.

GO-1

My main concern about having the F35s in Burlington is that it would significantly reduce property values in neighborhoods around the airport. Many homes nearby already have been deemed 'uninhabitable' because of the noise level. These families have had to relocate against their will, and they will not be the last families who will do so if Burlington is chosen to house these new planes.

SO-1

LU-1

LU-3

I chose to live in this neighborhood because of the quality of the schools, established properties, and neighborhood camaraderie. I do not wish to see the value of this community – which we work very hard to maintain – plummet with the arrival of louder jets. I strongly believe there are other states on the list of alternative sites for the F35s that would be better suited for such planes.

I appreciate being able to voice my opinion on this matter. I urge you to consider the voices of the residents of greater Burlington, Vermont, as you make your final decision about the F35s. Please do not decimate an entire suburban area for the benefit of a few people.

Sincerely,



Erin Johnson

14 May, 2012

Jason Villemaire

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

GS-1


Mr. Germanos,

It is my pleasure to write you in support the F-35 program in Burlington Vermont during the Environmental Impact Statement process. I have lived in Vermont for over 30 years and have full support of the Vermont Air National Guard and the mission of the Green Mountain Boys. Having lived in close proximity of the Burlington International Airport my entire life I have experienced many different aircraft, missions and flying schedules in and out of the Burlington International Airport from both a municipal and military capacity. When I'm home or in the area and I hear the sound of freedom overhead, it is not an interruption in my day but an opportunity to pause and reflect on the sacrifices our military members make for our country and I am thankful. Based on the information presented in the Draft Environmental Impact Statement I fully support any changes from the current environment and the change to the F-35 would not provide a substantial impact.

I am proud and excited to call the Vermont Air National Guard and Burlington International Airport my neighbor in the community, a tradition the Vermont Air National Guard has been part of since 1946. The mission the Vermont Air National Guard provides the state of Vermont not only a mission ready group of airmen with combat ready aircraft to support federal missions but citizen airmen ready (and proven) to support communities in times of state natural disaster. The F-35 at the Vermont Air National Guard will provide a solid future with not only the latest aerospace technology in our military's inventory but also ensure a solid group of citizen soldiers ready to protect and provide assistance to my neighbors and family. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



Jason Villemaire



Mr. Nicholas Germanos

HQ ACC/A7PS

129 Andrews St. Suite 332

Langley AFB, VA 23665

Dear Sir,

I am writing to convey to you my opposition to the stationing of the F 35 aircraft at the Burlington Airport here in Vermont. I'm writing from my business which has been here in Winooski for 28 years. I live nearby in Burlington and in both locations I am within earshot of aircraft taking off and landing at the airport. I think that it's safe to say that the F 16's are nearly tolerable. The noise makes conversation, in person or on the telephone impossible. With certain atmospheric conditions, the noise of their takeoff is almost painful and physically stressful; I can feel my blood pressure go up. That the F35, by the figures provided in the Air Force EIS will be at least twice as loud makes their basing here inconceivable to me.

GO-1

Winooski has seen the expenditure of millions of public and private dollars in a recent rebuilding of much of its downtown--directly in the flight path, and within the new "65 db" zone. Much of that expense has been to create new housing. The value of that housing will be decimated by the presence of the F 35's. The impact on my business may not be as great, but I would be giving serious thought to moving.

LU-2

SO-1

SO-4

My father served in the predecessor to the Air Force, the Army Air Corps. He was proud of his service and proud of the Corps. He used to say that the Corps was the most gentlemanly branch of the armed forces. From reports I've heard and read of the recent hearing conducted in South Burlington regarding this issue, the conduct of the moderator in treating prospective speakers was anything but gentlemanly. The Air Force should be ashamed of such behavior.

PI-8

thank you for your consideration,



David Porter

17 May 2012  
 Mr. Nicholas Germanos  
 HQ ACC/A7PS  
 1129 Andrews Street, Suite 337  
 Langley AFB, VA 23665-2769



## Technology Park

55 COMMUNITY DRIVE SUITE 402 SOUTH BURLINGTON, VERMONT 05403  
 PHONE (802) 860-1691 FAX (802) 863-8734

[www.vermonttechnologypark.com](http://www.vermonttechnologypark.com)

Re: Support for the F-35 at the Vermont Air National Guard

To whom it may concern,

GS-1

Technology Park is a 177-acre Class A business park located less than a mile from the south of Burlington International Airport. Our property has 400,000 square feet of leased up office, laboratory, and data center space as well as an onsite restaurant and health club. Our current tenant roster includes Ben & Jerry's Homemade, Inc., Green Mountain Coffee Roasters, Inc., JP Morgan Chase, The SymQuest Group, Fletcher Allen Health Care, the University of Vermont, Gallagher, Flynn & Company, MBA HealthGroup, Test America, and others.

In addition to being a close neighbor to the airport the private aircraft flight path runs directly over the west portion of our property, the commercial flight path is located directly to the east of our property and the entire park is well within earshot and view of the takeoffs and landings of current Air National Guard aircraft. We believe that there is no significant downside to our business activities from being able to see and hear these aircraft and in fact we actually benefit from the airport's proximity. Considering that by the beginning of 2013 we will likely be up to 1,200 employees here at Technology Park it would seem as though it is not a hindrance to any of our well respected and prominent tenants either. On behalf of Technology Park Partners I would like to offer our very strong support of the F-35 to the Vermont Air National Guard. While we cannot speak directly on behalf of our tenants I have never heard the noise or potential disruption of the existing Air National Guard aircraft (or commercial planes for that matter) enter in to any discussion over the merits or detractions of our property with either an existing tenant or prospect. We believe strongly in the necessity of providing an outstanding overall business environment to our clientele and so we do not make this recommendation lightly.

Moreover, the economic benefits of the hundreds of jobs that the National Guard brings to the area and the technical training and opportunity they provide to the local job market cannot be overstated. We believe that the overall strength of the local economic climate and job market is as much – if not more of – a factor in determining quality of life as any other and we believe that the National Guard and its introduction of the F-35 to South Burlington will only benefit our local community, Chittenden County and the entire state of Vermont.

Thank you for your review and consideration of our thoughts on this issue and we look forward to welcoming the F-35 to Vermont and the continued tradition of a strong and positive presence of the Vermont Air National Guard's Green Mountain Boys here in South Burlington.

Best Regards,

John Illick, Managing Partner





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: South Burlington High School  
 Date: \_\_\_\_\_

GO-2

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

*I oppose the introduction of F-35's because of the great negative impact of their noise, especially on areas on which we have spent much money to develop. Doesn't make sense even from an economic point of view.*

Name: JOSHUA CHASAN \*\*\*Please Print\*\*\*  
 Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_

No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



5/21/12

Nicholas Germanos,  
HQ ACC/A7PS,  
129 Andrews St. Suite 332,  
Langley AFB,  
VA 23665-2769

GO-2

Dear Sir:

We live approximately one and a half miles from Burlington's airport. The commercial flights are almost imperceptible when landing or taking off, but when an F16 is similarly involved, the noise factor is disruptive and impossible to ignore.

For the Air Guard to consider imposing even noisier F35's on us is downright irresponsible and inconsiderate and ignores the substantial economic impact on real estate values and quality of life in all the surrounding communities.

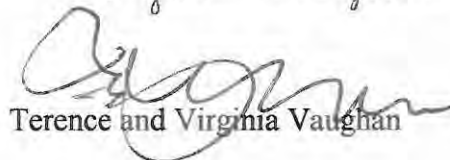
The Green Mountain Boys are a fine organization with a first rate record. They should have the best equipment and operational environment available. This means that it is time to move the base away from Burlington airport to a more suitable site where they can operate without the constraints that they currently have to deal with. We can build multiple new facilities for the mind boggling cost of one F35.!

We are opposed to F35's coming to Burlington.

SO-1  
NS-45

PA-5

Yours sincerely

  
Terence and Virginia Vaughan

MAY 22, 2012

NICHOLAS GERMANOS  
HQ ACC/ATPS  
129 ANDREWS ST. SUITE 332  
LANGLEY AFB, VA  
23665/2469

GS-1

DEAR MR. GERMANOS:

PLEASE ADD MY NAME, CHARLES I. ZEE, TO THE LIST OF THOSE THAT ARE IN FAVOR OF BASING THE F-35 FIGHTERS AT THE VERMONT AIR NATIONAL GUARD BASE, AT THE BURLINGTON INTERNATIONAL AIRPORT IN SOUTH BURLINGTON, VT.

MY HOME IS ADJACENT TO ONE OF THE PATHS TAKEN BY PLANES TAKING OFF FROM, AND LANDING, AT THE AIRPORT. IN FACT, ON OCCASION, THE EXISTING F-16 FIGHTERS FLY ALMOST DIRECTLY OVER MY HOME WHEN LANDING AT THE AIRPORT. I AM WILLING TO MAKE ADJUSTMENTS NECESSARY BECAUSE OF THE INCREASED NOISE LEVEL OF THE F-35S.

I CAN BE REACHED AT 802.848.7282.

SINCERELY YOURS,  
Charles I. Zee

May 14, 2012

Name: JAMES AND KERRY-ELLEN ROCK

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our Nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

James D. Rock  
Kerry-ellen Rock + mia  
Rock



May 14, 2012

Name: *CHARLES K. AUER, JR*

GS-1

Address:

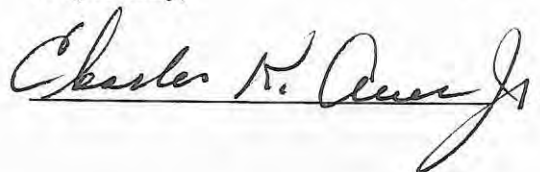
Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guard's selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our Nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Charles K. Auer, Jr.", written over a horizontal line.

May 21, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS  
129 Andrews Street, Suite 332  
Langley AFB, VA 23665-2769

RE: Comments on Executive Summary: United States Air Force F-35A Operational Basing Environmental Impact Statement, March 2012, and F-35A beddown in Chittenden County, VT

Dear Mr Germanos:

The prospect of F-35A placement in Chittenden County, the most heavily populated area in Vermont, is deeply troubling. The possible influx of some jobs and money can not truly compensate for the severe impacts of unacceptable noise levels on thousands of residents' daily lives and homes. I have been in Burlington when the F-16s take off several at a time, and find their noise quite disturbing.

The Vermont Legislature's recent adoption of the Genuine Progress Indicator as a supplement to the Gross State Product tells us that money alone is not a true indicator of sustainable societal progress. See <http://www.green.maryland.gov/mdgpi/> to understand what the GPI means.

The F-35A placement in a highly populated area appears truly incompatible with its very high sound levels and their effects on the community. ANG Scenario 1 would bring little long-term benefit and substantially increased sound levels. If ANG Scenario 2 is chosen, nearly 3,000 households or nearly 6,700 people would experience high noise levels estimated at between 65 and 85 decibels. An additional 300 acres of housing would experience unacceptable sound effects.(1) The actual effects may be spread over an even wider area and felt by many more people. The Executive Summary is not clear on how many planes will take off each day, and whether they will do so at full speed.

LU-1

PA-14

Are you aware that sound levels between 65 and 75 dBs are considered *normally unacceptable*, and above 75 dBs to be *unacceptable* by federal code? (2) "Noise affects people's ability to talk to one another, hear threats around them, enjoy recreational pursuits, learn and concentrate. Noise causes physical harm and reduces property value and resale potential." (3) And what will be the effects on children in schools and patients in hospitals?

NS-8

SO-1

EJ-2

NS-14

Where will the 6,700 or more people affected by unacceptable noise levels find homes, especially those displaced from their currently affordable homes? What compensation will be offered to help them find comparable homes within sustainable commuting distance of work, in an area already critically lacking in affordable housing?

SO-9

Are the veterans in our area, some experiencing PTSD, to be subjected to increasing, intermittent but unacceptable noise levels related to the war experience that already injured them?

NS-21

In addition to the 150-200 affordable homes being bought out by Burlington International Airport, the F-35A project will continue to cause the demise of older, affordable neighborhoods in South Burlington and neighborhoods of other communities -- Winooski, Colchester, Burlington, Williston-- placing a large number of residents in an untenable situation due to daily unacceptable levels of sound.

LU-1

LU-3

The F-35A project has been proposed by the Air Force without any apparent regard for the Chittenden

LU-5



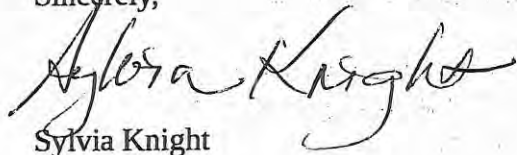
Regional Planning Commission's comprehensive planning process, called ECOS. (4) I realize your agency is not accustomed to paying attention to local planning processes, but in a world needing attention to sustainability, a larger vision is needed. The ECOS prioritization criteria include factors such as housing, health, and social connectedness, which may all be degraded by the unacceptably loud sound effects from F-35As. One planning goal is to "*increase opportunities for safe, decent, energy efficient, affordable, and fair housing for all types of households in diverse neighborhoods.*" (italics added) Decent affordable housing is, after all, an important element of a sustainable economy. The F-35A project as described is seriously incompatible with the regional planning process on at least this front.

As described, the F-35A bed-down in Chittenden County, VT presents a severe disconnect with the values governing our regional planning process and a deep incompatibility with a highly populated area.

This project, if needed at all, should be located in an area with sparse population.

I have written similar comments to my congressional delegation and to mayors in Chittenden County.

Sincerely,



Sylvia Knight

#### REFERENCES

1. Executive Summary: United States Air Force F-35A Operational Basing Environmental Impact Statement, March 2012. p.ES-11.
2. Code of Federal Regulations, 24 CFR 51.103  
[http://cfr.vlex.com/vid/51-103-criteria-and-standards-19926000?  
ix\\_resultado=1.0&query\[buscable\\_id\]=1073&query\[buscable\\_type\]=Fuente&query\[filters\\_order\]=source&query\[q\]=51.103](http://cfr.vlex.com/vid/51-103-criteria-and-standards-19926000?ix_resultado=1.0&query[buscable_id]=1073&query[buscable_type]=Fuente&query[filters_order]=source&query[q]=51.103)
3. HUD Noise Assessment Training Manual. [portal.hud.gov/hudportal/documents/huddoc?  
id=DOC\\_14222.pdf](http://portal.hud.gov/hudportal/documents/huddoc?id=DOC_14222.pdf)
4. ECOS: Environment, Community, Opportunity, Sustainability. [www.ecosproject.com](http://www.ecosproject.com)



GO-2



Richard Kemp

May 22 2012

Dear Mr Nicholas Bernier

It is my hope that the  
F-35 are not based in  
South Burlington VT

The noise level and discomfort  
for persons living in the area  
would be unacceptable..

Keep F-35s out of this  
area.

Yours truly

Richard T. Kemp

-----Original Message-----

From: Meg Bronz

Sent: Tuesday, May 29, 2012 6:48 PM

To: AETC/A7P Workflow

Subject: No F-35-A's in Burlington, VT

GO-2

Hello,

I am a resident of the city of Winooski, Vermont, which is located directly under the flight path of the airplanes at the Burlington, Vermont airport. F35 fighter jets must not be located here. The population here is very vulnerable to the negative effects of the significantly increased noise levels of these aircraft. The proposed arrival of the F35 would destroy the livability of our densely populated city. These new, much louder jets need to be located in a less densely populated area because the sound they emit is not compatible with residential land use.

LU-1

Absolutely no F35's in Burlington! Save our city!

Meg Bronz

Winooski, Vermont

-----Original Message-----

From: Carol Altobelli

Sent: Friday, May 25, 2012 11:20 AM

To: AETC/A7P Workflow

Subject: F-35

To David Martin, Air Force Contractor, and Kim Forno:

My name is Carol Altobelli and I've lived on Weaver Street in Winooski, VT for the past 24 years.

I am very concerned about the serious impact that the F-35s will have on the City of Winooski. I am already extremely negatively affected by the horrendous noise of the F-16s that fly directly over my home. I am 56 years old and I am having difficulty with my hearing and blood pressure that could potentially be caused by the jets. I find it actually painful when these jets fly over and need to cover my ears tightly, because not only do they adversely affect my hearing but I seem to feel the noise throughout my whole body. It's stressful, it makes me extremely tense and I feel like crying every time the jets fly over.

NS-3

NS-8

Living directly under the flight path of the airport and hearing the passenger jets fly over all day is no picnic either, but the jets add insult to injury. We are hard working people and have invested so much in our home. We love our home very much and are getting closer to retirement. We look forward to the quality of life improving in Winooski, not getting worse as these jets will cause.

NS-45

I would so greatly appreciate if you would seriously consider an alternative location for these jets.

GO-1

Thank You,  
Carol Altobelli



-----Original Message-----

From: Caleb Bronz

Sent: Tuesday, May 29, 2012 6:40 PM

To: AETC/A7P Workflow

Subject: No F35-A's in Burlington, Vermont

GO-2

Hello,

I am a resident of the city of Winooski, Vermont, which is located directly under the flight path of the airplanes at the Burlington, Vermont airport. F35 fighter jets must not be located here. The population here is very vulnerable to the negative effects of the significantly increased noise levels of these aircraft. The proposed arrival of the F35 would destroy the livability of our densely populated city. These new, much louder jets need to be located in a less densely populated area because the sound they emit is not compatible with residential land use.

LU-1

Absolutely no F35's in Burlington! Save our city!

Caleb Bronz

Winooski, Vermont

Nicholas Germanos,  
HQ ACC/A7PS  
129 Andrews St., Suite 332  
Langley AFB, VA 23665-2769

Ms. Terry Zigmund

May 23, 12

Dear Mr. Germanos,

I am writing regarding the proposed F35A bed down at the Burlington International Airport.

While I support the important work of the Vermont Air Guard, I have several concerns regarding the bed down. I attended the scoping meetings in 2009 where I requested a hard copy of the EIS when available. After a year passed and I did not receive a copy, I called and requested it again. I have still not received a copy although it has been available for several weeks. I attended the public hearing on May 17, 2012 where there was little comment about the ENVIRONMENTAL impact of this proposal, but a lot of comment about the economic impact. I feel that one public hearing in the entire state of Vermont is completely inadequate for soliciting public comment.

PI-10

PI-8

PI-6

I purchased my home in Winooski, VT in 1999. For the past 11.5 years I have endured the F16 flying over my home, rattling my windows, stopping conversations and generally causing me to feel like I live in a war zone. Based on what I have read in the EIS (admittedly, I have not read the entire document as it is dense, extensive and written in a way that is difficult for a lay person to understand) the F35A will be louder. From all of the information I have read, it is unclear exactly how much louder it will be and only cites average

PI-1

NS-7

decibel levels, with no mention of the loud end of the scale. | NS-7  
 It is also unclear how many flights per day can be expected. | PA-14

Since most of the discussion seems to be around economics |  
 I will first address my concerns in this area. The city of | LU-2  
 Winooski, HUD, private partners and the State of VT recently  
 invested \$175 million in the revitalization/redevelopment of  
 our downtown. After several years and the hard work of  
 many dedicated individuals we are seeing the benefits of this  
 effort. On a typical day along the newly created "riverwalk"  
 path, young families, individuals walking dogs, people  
 lounging near the river, red winged blackbirds, great blue  
 herons, ducks, geese, and frogs are all using this recreation  
 area. Our downtown is buzzing with new restaurants, most  
 with newly created outdoor seating, even on a typical  
 weeknight you will likely need to wait to be seated. VSAC  
 heavily invested in our community and brought their  
 employees here. CCV invested in our community and  
 brought students and employees here. My Web Grocer  
 recently purchased the Champlain Mill and extensively  
 renovated it, that building is now filled with employees of  
 that company. The Cascades, luxury riverfront  
 condominiums were recently built here and are currently  
 occupied by new homeowners. Keens Crossing recently built  
 100's of apartments that are now occupied by individuals,  
 families and students. Young people, many with families are  
 purchasing homes and renting in our community. Our  
 Farmer's Market is thriving. We have a school (that employs  
 a lot of people) directly under the flight path. All of this  
 contributes to the economic vitality of our community. I  
 don't have hard facts about exactly how many jobs have  
 moved to Winooski over the past 10 years, but I suspect it  
 exceeds the 1000 that are typically cited in all of the news I  
 have heard regarding the economic benefits the VTANG  
 brings to VT. While there has been plenty of buzz around the  
 important economic benefits of having the F35A in  
 Burlington, I have had a difficult time finding anything in the  
 EIS that addresses how ANY of these businesses and | SO-4



individuals will be affected by the bed down. My opinion is that it would have a negative impact. In the current scenario, when an F16 flies over, conversations pause, people who are concentrating on learning or working are disturbed and, generally, the quality of our lives is jeopardized. I am concerned about how this bed down will affect property values in my community, I am concerned about how it will affect resale values of homes in my community. The 65 db noise contour band will encompass 50% of our community, which, according to the FAA renders it "incompatible with residential use". Additionally, the EIS states that this will disproportionately impact the low income families and people of color in our community. I am concerned about the vacant, boarded up homes, cited for demolition that now line the periphery of the airport in South Burlington, is this what we should soon expect to see in Winooski? Is it really worthwhile to displace 100's of people from their homes just to save a few jobs?

The EIS states that, "Noise from aircraft operations would increase, but the wildlife in the area of Burlington IAP have become habituated to it. As such, no impacts to wildlife, threatened and endangered species, wetlands, or plants would occur." It is unclear how this determination was made and I find it to be untrue and unacceptable. Based on my personal experience, I can assure you that my dog has not become habituated to the noise and becomes clearly anxious when an F16 flies over. I have also noticed that frogs and birds singing in the wetlands near the Winooski river stop when planes fly over and remain silent for quite a while once the noise stops. While, I suspect that this is inconsequential in the grand scheme of things, it should be noted that Vermont's "brand" is typically one of a "green" place and is frequently cited as one of the healthiest places to live in the country. It would be short sighted and irresponsible to support the Air Force's proposal, thereby jeopardizing the high quality of life so many of us experience here.

I also have concerns about how safe it would be to deploy a relatively new, untested aircraft in such a densely populated residential area given the current problems with the F22.

SA-1

In closing, I staunchly oppose the proposed action considering the beddown of F-35A aircraft at Burlington Air Guard Station in South Burlington, Vermont.

GO-1

I look forward to hearing from you regarding your position concerning these issues and your response to my concerns.

Sincerely,



Terry Zigmund

David Martin, Air Force Contractor  
HQ AETC/A7CPP

266 F Street West, Bldg. 901

Randolph AFB, TX 78150-4319

Ms. Terry Zigmund

May 23, 12

Dear Mr. Martin,

I am writing regarding the proposed F35A bed down at the Burlington International Airport.

While I support the important work of the Vermont Air Guard, I have several concerns regarding the bed down. I attended the scoping meetings in 2009 where I requested a hard copy of the EIS when available. After a year passed and I did not receive a copy, I called and requested it again. I have still not received a copy although it has been available for several weeks. I attended the public hearing on May 17, 2012 where there was little comment about the ENVIRONMENTAL impact of this proposal, but a lot of comment about the economic impact. I feel that one public hearing in the entire state of Vermont is completely inadequate for soliciting public comment.

PI-10

PI-8

PI-6

I purchased my home in Winooski, VT in 1999. For the past 11.5 years I have endured the F16 flying over my home, rattling my windows, stopping conversations and generally causing me to feel like I live in a war zone. Based on what I have read in the EIS (admittedly, I have not read the entire document as it is dense, extensive and written in a way that is difficult for a lay person to understand) the F35A will be

PI-1



louder. From all of the information I have read, it is unclear exactly how much louder it will be and only cites average decibel levels, with no mention of the loud end of the scale. It is also unclear how many flights per day can be expected.

NS-7

PA-14

Since most of the discussion seems to be around economics I will first address my concerns in this area. The city of Winooski, HUD, private partners and the State of VT recently invested \$175 million in the revitalization/redevelopment of our downtown. After several years and the hard work of many dedicated individuals we are seeing the benefits of this effort. On a typical day along the newly created "riverwalk" path, young families, individuals walking dogs, people lounging near the river, red winged blackbirds, great blue herons, ducks, geese, and frogs are all using this recreation area. Our downtown is buzzing with new restaurants, most with newly created outdoor seating, even on a typical weeknight you will likely need to wait to be seated. VSAC heavily invested in our community and brought their employees here. CCV invested in our community and brought students and employees here. My Web Grocer recently purchased the Champlain Mill and extensively renovated it, that building is now filled with employees of that company. The Cascades, luxury riverfront condominiums were recently built here and are currently occupied by new homeowners. Keens Crossing recently built 100's of apartments that are now occupied by individuals, families and students. Young people, many with families are purchasing homes and renting in our community. Our Farmer's Market is thriving. We have a school (that employs a lot of people) directly under the flight path. All of this contributes to the economic vitality of our community. I don't have hard facts about exactly how many jobs have moved to Winooski over the past 10 years, but I suspect it exceeds the 1000 that are typically cited in all of the news I have heard regarding the economic benefits the VTANG brings to VT. While there has been plenty of buzz around the important economic benefits of having the F35A in

LU-2

SO-4

Burlington, I have had a difficult time finding anything in the EIS that addresses how ANY of these businesses and individuals will be affected by the bed down. My opinion is that it would have a negative impact. In the current scenario, when an F16 flies over, conversations pause, people who are concentrating on learning or working are disturbed and, generally, the quality of our lives is jeopardized. I am concerned about how this bed down will affect property values in my community, I am concerned about how it will affect resale values of homes in my community. The 65 db noise contour band will encompass 50% of our community, which, according to the FAA renders it "incompatible with residential use". Additionally, the EIS states that this will disproportionately impact the low income families and people of color in our community. I am concerned about the vacant, boarded up homes, cited for demolition that now line the periphery of the airport in South Burlington, is this what we should soon expect to see in Winooski? Is it really worthwhile to displace 100's of people from their homes just to save a few jobs?

SO-4

SO-1

LU-1

EJ-3

LU-3

The EIS states that, "Noise from aircraft operations would increase, but the wildlife in the area of Burlington IAP have become habituated to it. As such, no impacts to wildlife, threatened and endangered species, wetlands, or plants would occur." It is unclear how this determination was made and I find it to be untrue and unacceptable. Based on my personal experience, I can assure you that my dog has not become habituated to the noise and becomes clearly anxious when an F16 flies over. I have also noticed that frogs and birds singing in the wetlands near the Winooski river stop when planes fly over and remain silent for quite a while once the noise stops. While, I suspect that this is inconsequential in the grand scheme of things, it should be noted that Vermont's "brand" is typically one of a "green" place and is frequently cited as one of the healthiest places to live in the country. It would be short cited and irresponsible to support the Air Force's proposal, thereby

BR-4

NS-45

jeopardizing the high quality of life so many of us experience here.

NS-45

I also have concerns about how safe it would be to deploy a relatively new, untested aircraft in such a densely populated residential area given the current problems with the F22.


SA-1

In closing, I staunchly oppose the proposed action considering the beddown of F-35A aircraft at Burlington Air Guard Station in South Burlington, Vermont.

GO-1

I look forward to hearing from you regarding your position concerning these issues and your response to my concerns.

Sincerely,



Terry Zigmund



-----Original Message-----

From: William A Mead

Sent: Sunday, June 03, 2012 11:17 AM

To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS

Subject:

GO-1

Just a comment about the F35. We live in the flight path of the airlines and we have noise all day long, and that is not counting the F16. When they come by we have about 5 minutes when we can't hear each other talk, and forget the TV or radio.

We are hoping that they will reconsider and have the F35 based some where other than here.

Thank you for listening. By the way we live in Winooski, Vermont



## Appalachian Mountain Club

Nick Germanos  
 HQ ACC/A7PS  
 129 Andrews Street, Suite 337  
 Langley AFB, VA 23665-2769  
[acc.a7pS@langley.af.mil](mailto:acc.a7pS@langley.af.mil)

May 31<sup>st</sup>, 2012

Dear Mr. Germanos:

On behalf of the Appalachian Mountain Club, I am writing to express our significant concerns about the F-35A Operational Basing Draft Environmental Impact Statement and the preferred alternative of the Burlington AGS initial operational beddown. We also support the comments submitted by the White Mountain National Forest (WMNF) dated May 25, 2012, concerning this DEIS and the various inadequacies and errors therein. Specifically, we have deep reservations about the potential impacts on recreational users of the WMNF, Appalachian National Scenic Trail (AT), and especially on the user experience in the six congressionally-designated Wilderness Areas within the WMNF.

Founded in 1876, the Appalachian Mountain Club is the oldest conservation and recreation organization in the nation. With over 100,000 members, supporters, and advocates in the Northeast and beyond, the nonprofit AMC promotes the protection, enjoyment, and understanding of the mountains, forests, waters, and trails of the Appalachian region. The AMC supports natural resource conservation while encouraging responsible recreation, based on the philosophy that successful, long-term conservation depends upon first-hand enjoyment of the natural environment.

We work closely with the WMNF to provide hospitality (we operate eight high-elevation huts in the White Mountains under special use permit, two front-country lodges, and fourteen back-country camp sites), outdoor safety information, and recreational and educational programming to hundreds of thousands of visitors each year. With approximately six million visitors annually, the WMNF is within a day's drive of over 70 million people, and is among the most heavily-used federal land units in the nation. Clearly the potential impacts from increased noise from aircraft in the Yankee Laser and Condor Scotty Military Operation Areas, portions of which airspace encompass the WMNF, merit a more complete and in-depth analysis, including explicit measurement of impacts on users in Wilderness Areas and the AT.

As noted by the WMNF, the DEIS is inadequate in its analysis and discussion of the impacts of the increased noise levels predicted by the DEIS modeling in the airspace encompassing the WMNF, AT, and six wilderness areas—which are not even mentioned in the text of this discussion (BR3.2.2.2, pages BR4-35 to BR4-37). That there may be fewer complaints because of low populations in these areas, “The areas beneath these airspace units support a relatively low population density with a few small communities.

LU-8

LU-4

**Main office** • Five Joy Street, Boston, MA 02108-1490 617-523-0655  
**Pinkham Notch Visitor Center** • Route 16, Box 298, Gorham, NH 03581-0298 603-466-2721  
**Highland Center at Crawford Notch** • General Delivery, Route 302, Bretton Woods, NH 03575-9999 603-278-4453  
[www.outdoors.org](http://www.outdoors.org)



## Appalachian Mountain Club

As such, the increased noise levels would likely result in limited annoyance and impacts to underlying populations,” (p. BR4-37) is neither accurate given the six million annual visitors to the WMNF noted earlier, nor a sufficient rationale for proceeding to impinge on a core value of congressionally-designated wilderness: solitude.

LU-4

A key component of the definition of “wilderness” in the 1964 Wilderness Act is that these places have “outstanding opportunities for solitude.” The 1975 Eastern Wilderness Act also identifies solitude as a “specific value” characteristic of wilderness. The Congressional findings from 1975 note:

“...additional areas of wilderness in the more populous eastern half of the United States are increasingly threatened by the pressure of a growing and more mobile population, large-scale industrial and economic growth, and development and uses inconsistent with the protection, maintenance, and enhancement of the areas' wilderness character.”

Thus more than thirty-five years ago Congress recognized that wilderness areas provide unique values that even then were considered increasingly scarce and threatened. The scarcity and value of these areas has only increased in the decades since. Keeping these areas free of severe and avoidable intrusions into their rare and unique opportunity for solitude is not impossible. Given that the DEIS modeling clearly indicates that the preferred alternative of the Burlington AGS will create significant noise impacts on the designated Wilderness Areas of the WMNF, the alternatives analysis must document a clear and compelling reason for this plan to override Congressional intent and intrude on a recognized resource of high public value. Such an analysis, as well as a clear and compelling reason, is lacking in the DEIS, and thus we oppose the preferred alternative.

LU-6

GO-1

Thank you for your consideration. Please feel free to contact me with any questions or for further information at [sarnold@outdoor.org](mailto:sarnold@outdoor.org) or 603-664-2050.

Sincerely,

Susan Arnold

Vice President for Conservation





# United States Department of the Interior

## OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance

Richard B. Russell Federal Building

75 Spring Street, S.W.

Atlanta, Georgia 30303



ER 12/254  
9043.1

June 4, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 332  
Langley AFB, VA 23665-2769

Re: Comments and Recommendations on the Draft Environmental Impact Statement (DEIS)  
for the F-35A Operational Wing Beddown located in Idaho, Utah, Vermont, South  
Carolina, and Florida

Dear Mr. Germanos:

The United States Department of the Interior (Department) has reviewed the DEIS for the F-35A Operational Wing Beddown project in four proposed sites located in Idaho, Utah, Vermont, South Carolina, and Florida. We offer the following comments.

### Idaho

The comments deal exclusively with the proposal for beddown of F-35A aircraft at the Mountain Home Air Force Base (MHAFB) located in Elmore County, Idaho, with air space extending into Owyhee and Twin Falls Counties, Idaho. When reviewing proposed actions such as the F-35A operational wing beddown at MHAFB, the Department typically focuses on three broad categories of trust resources: 1) listed, proposed, and candidate species under the Endangered Species Act (Act) of 1973, as amended, 2) migratory birds, and 3) wetland and riparian areas. The Department provides recommendations for protective measures for listed species in accordance with the Act. Protective measures for migratory birds are provided pursuant to the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Wetlands are protected pursuant to Section 4 of the Clean Water Act, Executive Order 11990 (wetland protection), and Executive Order 11998 (floodplain management) as well as the Department's mitigation goal of "no net loss" of wetlands. The DEIS states that no wetlands or riparian areas will be affected by the proposed action at the MHAFB (Air Force 2012, p. MH4-61); therefore, wetlands and riparian areas will not be addressed further in these comments. Our comments regarding listed, proposed, and candidate species under the Act and migratory birds are provided below.

### **Endangered Species Act**

Species listed as threatened or endangered receive full protection under the Act, while species proposed for listing are protected from actions that may jeopardize their continued existence. Candidate species have no formal protection under the Act; however, the Department encourages the formation of partnerships to conserve candidate species since these species by definition may warrant future protection. Proactive conservation efforts that address threats to a candidate species may preclude the need for future listing under the Act. The Department recommends that the final EIS fully analyzes the potential effects of the proposed F-35A beddown on any listed, proposed, or candidate species on MHAFFB and its associated airspace.

### **Slickspot Peppergrass**

*Lepidium papilliferum* (slickspot peppergrass), a species listed as threatened under the Act, is known to occur on the Air Force's Juniper Butte Range, which is identified in the MHAFFB 2012 Interim Final Integrated Natural Resource Management Plan (INRMP) as part of the Mountain Home Training Range Complex. The existing 2004 INRMP and the soon to be final updated 2012 INRMP provide for conservation of this listed plant in concert with Air Force training activities and associated support actions. Activities described in the DEIS within the range of slickspot peppergrass are limited to overflights and dropping of ordnance. Effects of ongoing aircraft overflights and dropping of ordnance are described within the existing 2004 INRMP and the soon to be finalized updated 2012 INRMP, and have previously been addressed through section 7 consultation (USFWS 2010, entire; USFWS 2012, entire). We recommend that the final EIS state that the proposed F-35A operational wing beddown will comply with conservation measures for slickspot peppergrass as identified within the updated MHAFFB 2012 INRMP.

BR-2

### **Greater Sage-grouse**

The greater sage-grouse (*Centrocercus urophasianus*) is a candidate for listing under the Act. The Idaho State Office of the Bureau of Land Management (Bureau) has recently developed maps identifying preliminary Priority Habitat and preliminary General Habitat, which are important areas for greater sage-grouse conservation in Idaho. The Bureau's greater sage-grouse preliminary Priority Habitat and General Habitat areas can be viewed at:

[http://www.blm.gov/id/st/en/sage-grouse\\_rmp\\_revision.html](http://www.blm.gov/id/st/en/sage-grouse_rmp_revision.html) (last accessed on April 26, 2012).

Airspace to be used for operations of the F-35A aircraft located at MHAFFB overlies a significant portion of the northern segment of greater sage-grouse preliminary Priority Habitat Area F as well as portions of preliminary Priority Habitat Areas H and J as mapped by the Bureau. In addition, preliminary General Habitat for the greater sage-grouse as mapped by the Bureau also occurs below airspace associated with the MHAFFB. Much of preliminary Priority Habitat area F is located within the Owyhee North and Jarbidge North airspace areas proposed to be used by F-35A operations associated with the MHAFFB. In addition, the Owyhee North and Jarbidge North airspace areas also includes areas that were identified as Key Sage-Grouse Habitat and population strongholds for the greater sage-grouse within the 2006 Idaho Greater Sage-Grouse

## F-35A Operational Wing Beddown – ER 12-254

Management Plan (Idaho Sage-grouse Advisory Committee 2006, p. 3–29). This Key Habitat overlaps with the Bureau’s preliminary Priority Habitat Area F and preliminary General Habitat. The DEIS states that sonic booms will increase from the baseline level of 42 to 62 sonic booms per month in the Owyhee North airspace with 72 F-35A aircraft located at MHAFB. Similarly, sonic booms in the Jarbidge North airspace would increase from a baseline level of 44 booms per month to 66 sonic booms per month (Air Force 2012, p. MH-40). The DEIS further states that, “Although the total number of supersonic flights and sonic booms occurring would increase from baseline, studies of supersonic noise on birds and mammals indicate that animals tend to habituate to sonic booms and long term effects are not adverse” (Air Force 2012, pp. MH4-61, MH4-63). However, the Department recommends that the noise analysis within Appendix C of the final EIS considers additional information in describing the potential effects of increased supersonic noise disturbance from operation of F-35A aircraft at the MHAFB on the greater sage-grouse as well as other wildlife species.

BR-5

Research has demonstrated both direct and indirect effects of anthropogenic noise on wildlife. These effects include interference with acoustic displays during breeding and lowered predator detection rates (Habib et al. 2007, p. 181). In addition, researchers from Dr. Gail Patricelli’s lab at the University of California Davis are conducting ongoing research regarding greater sage-grouse responses to noise ([http://www.eve.ucdavis.edu/gpatricelli/Patricelli\\_Research\\_Interests.html#noise](http://www.eve.ucdavis.edu/gpatricelli/Patricelli_Research_Interests.html#noise) last accessed April 26, 2012). Preliminary results from Dr. Patricelli’s lab, as presented at the 2010 Western Association of Fish and Wildlife Agencies Sage and Sharp-tailed Grouse Workshop, indicated that anthropogenic noise is detrimental to greater sage-grouse at the individual and population level. Noise generated by military training activities (e.g., aircraft over flights, dropping of ordnance) from up to 72 separate F-35A aircraft may affect individual sage-grouse by interfering with seasonally important behaviors and use of habitat including lekking, nesting, brood-rearing, and wintering.

BR-6

While candidate species have no legal status under the Act, we encourage proactive conservation efforts for the greater sage-grouse as well as other special status species and habitats as proactive conservation may preclude the need to list species under the Act. Proactive efforts to address identified issues such as noise disturbance during periods critical for reproduction will benefit the greater sage-grouse. For example, the Air Force may schedule or locate training flights that are likely to generate sonic booms to avoid active greater sage-grouse lekking sites during critical periods, which typically would be between March 15 and May 15 between 6 pm and 9 am. We encourage the Air Force to implement conservation measures designed to avoid or minimize the effects of noise disturbance on the greater sage-grouse associated with the proposed action in the Owyhee North and Jarbidge North airspace areas.

BR-7

As you know, the Idaho Department of Fish and Game (IDFG) is the primary agency responsible for the management of the greater sage-grouse within the State of Idaho. The State of Idaho is actively partnering with multiple entities for conservation of the greater sage-grouse. We encourage the Air Force to continue to work closely with the IDFG to identify and implement conservation measures for greater sage-grouse local populations, including conservation

BR-1



## F-35A Operational Wing Beddown – ER 12-254

measures to address potential effects of increased aircraft noise associated with the proposed F-35A operational wing beddown at the MHAFB.

BR-1

**The Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act**

Although no longer included on the list of threatened and endangered species in the lower 48 states pursuant to the Act as of August 7, 2007, the bald eagle (*Haliaeetus leucocephalus*) continues to be federally protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The Department has developed National Bald Eagle Management Guidelines (Guidelines) to advise project proponents when and under what circumstances the protective provisions of these Acts may apply to their activities to help avoid violations of the law. The Guidelines and additional information on protection for bald eagle are available on the U. S. Fish and Wildlife Service's website at <http://www.fws.gov/migratorybirds/baldeagle.htm> (last accessed April 26, 2012). The Department has also developed guidance for permitting non-lethal take of both the bald eagle and the golden eagle (*Aquila chrysaetos*) over the past few years. In addition, research has shown that many migratory bird species are in decline, facing a growing number of threats on their migration routes and in both their summer and winter habitats. The greatest threat to birds, and to all wildlife, continues to be the loss or degradation of habitat due to human development and disturbance. The DEIS includes discussion of avoidance of impacts to migratory birds, including bald and golden eagles, associated with the MHAFB. The Department recommends that the preferred alternative in the final EIS address migratory birds through best management practices to minimize effects of the proposed action on migratory birds as described in the BASH plan and the MHAFB 2012 INRMP.

BR-8

Additionally, the National Park Service (NPS) is responsible for ensuring the protection of our Nation's finest natural and cultural resources and to leave them unimpaired for the enjoyment of future generations. It is our understanding that F-35As would use only existing or currently assessed airspace and ranges. The F-35A will not require specific changes to airspace structure or size, nor are any changes to range target configurations and types required to accommodate F-35A training and operations. The F-35As will fly above 23,000 feet mean sea level (MSL) 80 percent of the time and above 5,000 feet MSL 95 percent of the time. However, the DEIS did not specify how or if any low level training would be performed for the F-35A.

We reviewed the maps of the military operating airspace (MOA) and were unable to find maps showing the military training routes (MTR) linking to the airspaces. If Instrument Routes (IR) and/or visual Routes (VR) will be used, please provide information in the EIS about how often and where F-35As are flying during the 5 percent of time when F-35A operations are below 5,000 feet MSL.

AA-3

The Department encourages low level training flights occur outside NPS units to help preserve the natural soundscapes of parks consistent with our Management Policies. NPS Management Policies, Section 4.9, Soundscape Management, states "the Department will restore to the natural condition wherever possible those park soundscapes that have become degraded by unnatural sounds (noise), and will protect natural soundscapes from unacceptable impacts." This is consistent with 40 CFR. §1508-27b, "Unique characteristics of the geographic area such as

AA-4

## F-35A Operational Wing Beddown – ER 12-254

proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas” should be considered when evaluating intensity of effects.

We support your preferred alternative, Hill AFB with 72 aircraft. However, we remain concerned about potential indirect noise impacts at the following specific part units.

- City of Rocks National Reserve
- California National Historic Trail
- Great Basin National Park
- Golden Spike National Historic Site

LU-9

Please provide the Department with details on the use of the MTRs and how F-35As will access the MOAs. The attachment provides a list of scientific reports and published studies detailing the effects of sounds on wildlife and related topics. We encourage you to consider this information as appropriate in the final Environmental Impact Statement (EIS).

BR-5

Moreover, there are no significant impacts in South Carolina. Minor wetland fill, aesthetics, or cultural impacts may occur but there is no critical habitat or Threaten and Endangered Species on the sites, or nearby. Utah and Vermont have no comments on the project at this time.

Thank you for the opportunity to comment on the proposed project. If you require additional information regarding the proposed F-35A operational wing beddown at the MHAFB, please contact Barbara Chaney on (208) 378-5259 and Vickie McCusker on (970) 267-2117 for information regarding the effects of sounds on wildlife. I can be reached on (404) 331-4524 or via email at [joyce\\_stanley@ios.doi.gov](mailto:joyce_stanley@ios.doi.gov).

Sincerely,



Joyce Stanley, MPA  
Regional Environmental Protection Assistant

for

Gregory Hogue  
Regional Environmental Officer

Attachment(s)

cc: Jerry Ziewitz – FWS – Region 4  
Stavrakas Baker – FWS Region 1  
Brenda Johnson - USGS  
Anita Barnett – NPS  
Chester McGhee – BIA

F-35A Operational Wing Beddown – ER 12-254

Li-Tai Sikiu Bilbao - OSMRE  
OEPC – WASH



## F-35A Operational Wing Beddown – ER 12-254

**References Cited**

- Habib, L., E. M. Bayne, and S. Boutin. 2007. Chronic industrial noise affects pairing success and age structure of ovenbirds. *Journal of Applied Ecology*. 44:176-184.
- Idaho Sage-grouse Advisory Committee. 2006. Conservation Plan for the Greater Sage-grouse in Idaho. 358 pp.
- U.S. Air Force (Air Force). 2012. Draft United States Air Force F-35A Operational Basing Environmental Impact Statement. March 2012.
- U.S. Fish and Wildlife Service (USFWS). 2012. Biological Opinion on the Effects of Mountain Home Air Force Base 2012 Integrated Natural Resource Management Plan in Elmore, Owyhee, and Twin Falls Counties, Idaho on the Slickspot Peppergrass (*Lepidium papilliferum*). U.S. Fish and Wildlife Service, Idaho Fish and Wildlife Office, Boise Idaho. April 2012. Tracking Number 01EIFW00-2012-F-0188. 5 pp. plus attachments.
- U.S. Fish and Wildlife Service (USFWS). 2010. Biological Opinion on the Effects of U.S. Air Force Ongoing Actions at Juniper Butte Range and in Owyhee County, Idaho on the Slickspot Peppergrass (*Lepidium papilliferum*). U.S. Fish and Wildlife Service, Idaho Fish and Wildlife Office, Boise, Idaho. October 2010. Tracking Number 14420-2010-F-0405. 110 pp.

Information attached to comment M131 is available upon request or from the websites indicated below.

1. Annotated Bibliography for Impacts of Noise on Wildlife. National Park Service. Natural Sounds Program. Authors: Rank Turina and Jesse Barber. Accessible at the following website:  
[http://www.nature.nps.gov/sound/assets/docs/Wildlife\\_AnnotatedBiblio\\_Aug2011.pdf](http://www.nature.nps.gov/sound/assets/docs/Wildlife_AnnotatedBiblio_Aug2011.pdf).
2. The Effect of Noise on Wildlife: A Literature Review. Author: Autumn Lynn Radle. Accessible at the following website:  
[http://wfae.proscenia.net/library/articles/radle\\_effect\\_noise\\_wildlife.pdf](http://wfae.proscenia.net/library/articles/radle_effect_noise_wildlife.pdf).
3. Visitor Experience and Soundscapes: Annotated Bibliography by National Park Service and Colorado State University. Authors: Ericka Pilcher and Frank Turina. Accessible at the following website:  
[http://www.nature.nps.gov/naturalsounds/pdf\\_docs/VisitorExperience\\_Soundscapes\\_AnnotatedBiblio\\_29Aug11.pdf](http://www.nature.nps.gov/naturalsounds/pdf_docs/VisitorExperience_Soundscapes_AnnotatedBiblio_29Aug11.pdf).

May 14, 2012

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos:

I apologize for not being able to attend tonight's hearing regarding the possible inclusion of the Lockheed Martin F-35 Joint Strike Fighter into the 158<sup>th</sup> Fighter Wing of the Vermont Air National Guard. I think it is an important opportunity to be heard and I regret that I have a prior family commitment.

I am writing to request that you seriously consider locating the F-35 Fighters at the Vermont Air National Guard. As a lifelong Vermonter, I am very proud of our Air National Guard. Their service and commitment to our state and our nation is exceptional and each member serves as a tremendous role model for both our children and the citizens of Vermont. I have a young son and he loves to watch the F-16 jets fly over our house.

I understand the concern over the increase in noise, however I feel this is too good of an opportunity to pass up. The Burlington International Airport is currently in the process of purchasing nearby homes. Maybe this process should be sped up. Expanding the size of the airport should help dampen at least some of the noise.

The Green Mountain Boys have provided support during some of our worst disasters, both natural and manmade. We need and want them to remain in Vermont. Admittedly, the economic impact of the Guard is substantial. Personally, I just feel safer knowing that they are here. VTANG members are highly skilled individuals and this aircraft will be well taken care of should you choose to select this location as a base. I believe they have earned the opportunity to work with the new F-35 Fighters. What better way to say "thank you" for many jobs well done.

Thank you for your time and consideration.

Respectfully,



Martha Moore





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: \_\_\_\_\_  
 Date: \_\_\_\_\_

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

yes! yes! yes!

We definitely should have the F35<sup>13</sup> based in our Burlington International Airport. What is wrong with people who cry about the noise? Our military in Vermont are always ready to help keep the peace. If you don't like it, THEN MOVE! My husband, who passed away last October, served 38 years in the Air Force. I am so proud of him and all the military who do their best to keep us safe.

Sincerely,  
 Ursula T. Tarrant

\*\*\*Please Print\*\*\*

Name:

URSULA T. TARRANT

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

Gregory Hostetler

May 23, 2012

HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley Air Force Base, Virginia 23665-2769  
ATTN: Mr. Nick Germanos

Dear Mr. Germanos:

Unfortunately I was unable to attend the recent public hearing in South Burlington regarding the F-35 jets, so I would like to register my comments with you.

The F-16 jets that currently fly over Winooski have a severely negative impact on the quality of life in Winooski. If I am outside talking to a neighbor, neither of us can hear anything but the jets. If I am inside talking on the phone, I have to put my call on hold until the jets pass. This is especially disruptive if I am on a business call. At times the jets are so loud that I need to plug my ears until they pass.

According to the reports I have read, the F-35 jets will be even louder than the F-16 jets. It is not fair to the citizens of Winooski to bring the new jets here. They will make our town a less desirable place to live and will no doubt bring down property values. I am firmly opposed to the plan to site them in our area.

SO-1

GO-1

Sincerely,



Gregory Hostetler





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: SOUTH BURLINGTON, VERMONT  
 Date: 5-29-12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

MY WIFE AND I OPPOSE BASING THE BASING THE F35'S IN  
 OUR BACKYARD (121 COUNTRY CLUB DRIVE EAST) WE WILL BE IN THE  
 75dB RANGE. THE NOISE WOULD BE DOUBLE OR MORE THAN  
 THE EXISTING F16'S THUS RESULTING IN EAR AND/OR  
 HEARTH PROBLEMS DUE TO INCREASED NOISE. AS RETIRED  
 SOUTH BURLINGTON RESIDENT AND VETERAN, LIVING ON A  
 FIXED INCOME WOULD NEED TO SELL HOME DECREASED  
 IN VALUE DUE TO BASING F35'S IN OUR NEAR PEACEFUL  
 COMMUNITY. QUALITY OF LIFE WOULD BE LOST.  
 (CONSIDER) HILL AFB OR CLOSED PLATISBURY AFB IN  
 NEW YORK

GO-1  
 NS-3  
 NS-8  
 SO-1  
 NS-45  
 PA-5

\*\*\*Please Print\*\*\*

Name: CHARENCE C. MORRIS

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



Mr. Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Date

5/29/12

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **\$53M annually**

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

The Vermont Air National Guard enjoys a strong and wonderful reputation with Vermonters for being essential first responders when natural disasters strike at home. A prime example of this is when Hurricane Irene hit Vermont last year; the Vermont Air National Guard was quickly on the scene in many Vermont Towns with rescue equipment, medical supplies and much needed manpower.

We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards,



EDGAR J. ROYER



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: \_\_\_\_\_  
 Date: \_\_\_\_\_

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

*I support the basing of the F-35 in Vermont*

\*\*\*Please Print\*\*\*

Name: Barbara Vanzo

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.





**F-35 Operational Basing  
Public Hearing Comment Sheet**

**Draft Environmental Impact Statement (EIS)**

Location:

Date:

South Burlington / Windsor  
5/29/12

GO-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

If we must use this technology  
to defend ourselves, then does it not  
make sense to put this base of  
operation where ever the population density  
is lowest?

Name:

Address:

\*\*\*Please Print\*\*\*  
Christopher Wheeland

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒

No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



From: Faruk Hurer

Regarding : F-35 Bedding in Vermont

GS-1

Dear Mr. Nicholas Germanos,

I am a tax paying resident of South Burlington. Let me re-assure you that our communities surrounding the airport for the majority are in favor of supporting our Armed Forces and welcoming the F-35's.

More importantly, we are supporting the men and women of our Armed Forces here in Vermont so that they may stay as an integral part of our communities for the foreseeable future. These men and women have made a huge impact in our communities and just as they need us, we as well need them. They have made their families and lives here. Please take this into great consideration. This decision can affect a magnitude of these families. We have no problems sacrificing a few minutes of jet noise to keep these families together and healthy in our communities.

As for the noise, many of the residents against the F-35 bedding in Vermont are anti-military socialists and would use any excuse to stop military exercises here in Vermont. Let me re-iterate: the residents that are against the F-35 complaining of noise are very few compared to the majority that is in favor. We have 341 votes already on the page below.

Yes we want the F-35's here and Yes we **support** our Armed Forces!

The United States Air Force decided that South Burlington is a preferred destination for bedding the new F-35's. Let's not undermine that decision because a few people are complaining of noise yet they decided to build or buy in close proximity to the airport knowing well about air plane noise as well as military presence.

Vote for the F-35 : <http://www.petitionbuzz.com/petitions/sayyestof35s>  
We already have 341 page without any advertising at all.

Also please browse the comments section in the Burlington Free Press under F-35 articles. You can do a search for F-35 or Air Guard. There are so many people in favor. Please take a look.

Thank you sincerely,

Faruk Hurer



Ann Goering, MD

Mr. Nicholas Germanos  
 HQ ACC/A7PS  
 129 Andrews Street, suite 337  
 Langley AFB, VA 23665-2769

May 29, 2012

Dear Mr Germanos,

I would like to express my support AGAINST BEDDING DOWN the F-35's at Burlington International Airport.

GO-1

I have reviewed the environmental impact statement and feel that the cons far outweigh the pros. These include socioeconomic, natural environment, quality of life and general safety. The presence of these plans jeopardizes two thriving Vermont towns that have struggle to rebuild over the past 10 years by the stated devaluation of property in the expanding 65, 70 and 75 db areas. As a physician, I see first hand the effects of poverty and stress related to noise have on the overall health of individuals. These result in increased health care dollars, an item that is not reflected in the study. I live on the flight path and feel the vibration and rattling the current F-16's and cause to both my body and house and anything more intense is not acceptable for any human being.

NS-45

SO-1

NS-8

In addition to the health and economic costs, the bedding down of these planes puts the citizens of the most densely part of Vermont at risk for crashes of the planes during missions as well as collateral damage if there were an attack on the country. This is not a time to use our own citizens as collateral damage for military reasons. A vast amount of wildlife lives in the area around the airport - deer, migratory birds, foxes, and coyotes to name a few. The noise caused by the planes will interrupt their natural habitat and breeding patterns, reducing a valued part of the Vermont environment.

NS-8

SA-1

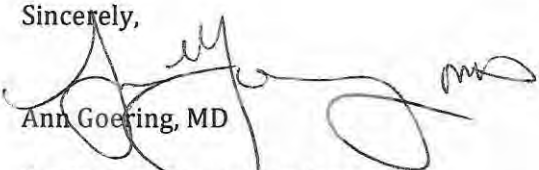
BR-4

There is an alternative preferred base, it may cost the government a bit more to fit up, but I would wager that it pretty much comes out in the wash if the total impact of this plan was fully analyzed.

I doubt that this exercise in the public really makes any difference since our powerful representatives have thrown their support for this project, but I am exercising my right to express my opinion. I would be happy to hear your response to my concerns.

PI-3

Sincerely,

  
 Ann Goering, MD

Cc: Senator Bernie Sanders  
 Senator Patrick Leahy  
 Representative Peter Welch  
 Governor Peter Shumlin

May 14, 2012

Name: Donald Easter

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, appearing to read "Donald Easter", written over a horizontal line.



Mr. Nicholas Germanos  
HQ ACC/A7PS  
1129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Date *28 MAY 2012*

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **\$53M annually**

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

The Vermont Air National Guard enjoys a strong and wonderful reputation with Vermonters for being essential first responders when natural disasters strike at home. A prime example of this is when Hurricane Irene hit Vermont last year; the Vermont Air National Guard was quickly on the scene in many Vermont Towns with rescue equipment, medical supplies and much needed manpower.

We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards, *Ronald J. Bauscher*

May 14, 2012

Name: RONALD J. BUSHEY

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



---

Roger W. Bedor

24 May 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews St.  
Suite 337  
Langley AFB, VA 23665-2769

GS-1

I am writing in support of the placement of the F-35 fighter jets to Burlington, Vt. I am commenting on behalf of myself and many other proponents. I would like to think we are a majority, however I am saddened to hear quite a bit of opposition. We believe that the opponents aren't looking at the reality of the issue. Reading about some of the hearings that have been held tells me that one of the biggest concerns of the opponents is the noise. They seem to erroneously think that the noise will be continuous for hours at a time. As I see it, there will be certain criteria to be met governing this issue. I live in northern N.H. about 100 miles from the Burlington Airport, in the middle of the White Mountains, which has served as a training area in past years. As far as many of us are concerned, those pilots conducted themselves in a very acceptable manner, never remaining in one area for long periods of time. During the time right after the 9/11 tragedy, the Air Forces presence was very evident, but those pilots didn't make a nuisance of themselves, they seemed to patrol a certain air space for a bit and then they moved on to another place for a while. Soon after they would return again for a bit. The general opinion was "Boy, are we glad they are up there watching over us". Personally, I enjoy watching them with great admiration and an even greater sense of security. They can fly in my backyard anytime, bring them on, this the only defense that we have here in this remote part of the U.S.! Another concern that the people of the Burlington area have is safety, given the close proximity of the Airport to housing. I have lived in this area for all of my 69 yrs. and don't remember any incidents at that airport concerning safety. There may have been, but if there were any incidents, they must have been very minor or it would have been splashed all over the media. As to economic impact, there would be very little if any for us 100 miles away. However, for those folks in the Burlington area, there should be a significant positive impact. In the time leading up to the placement of those planes there will be a huge amount of money there for all the construction to be done to get the Base on line. Money to be put in the area with all the equipment and workers should be a huge incentive for the taxpayers. After the Base is up and running, there will be staff needing all the amenities that Burlington has to offer, food, clothing, housing, etc. That should be quite enticing for the Burlington taxpayers, also. According to what I'm reading in the media, the Burlington site will cost the U.S. taxpayers \$4.6 million for modifications while the 2<sup>nd</sup> choice at the Utah site will cost \$40 million. Seems to me there is not much sensible choice but to go for the Burlington site.

So, in closing, I and many others ask that you and everyone involved in this choice please do all that you can to get these courageous pilots and their magnificent machines placed at the Burlington, Vt. site. We would love to have that secure feeling that we'll have when we look up and see them watching over our families and friends.

Thanks so much for taking the time to read this.

Regards:

  
Roger W. Bedor

24 May 2012



# Vermont Design Institute

May 25, 2012

RE: PUBLIC COMMENT - F35 *bed-down* Burlington International Airport, South Burlington, VT 05403

Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 332  
Langley AFB, VA 23665-2769

David Martin, Air Force Contractor, and Kim Fornof  
HQ AETC/A7CPP  
266 F Street West, Bldg. 901 Randolph AFB, TX 78150-4319  
Fax: 210-652-5649

Sen. Patrick Leahy  
437 Russell Senate Bldg,  
United States Senate, Washington, DC 20510  
(202) 224-4242 <http://www.leahy.senate.gov/contact/>

Sen. Bernie Sanders  
437 Russell Senate Bldg  
United States Senate, Washington, DC 20510  
<http://www.sanders.senate.gov/contact/contact.cfm>

Rep. Peter Welch  
US House of Representatives, 1404 Longworth House Office Building  
Washington, DC 20515  
[http://www.house.gov/formwelch/issue\\_subscribe.htm](http://www.house.gov/formwelch/issue_subscribe.htm)

Governor Peter Shumlin  
109 State St., Pavillion  
Montpelier, VT 05609  
<http://governor.vermont.gov/contact-us>

Mayor Miro Weinberger  
City of Burlington, Burlington, VT 05401  
email: [mayor@burlingtonvt.gov](mailto:mayor@burlingtonvt.gov)

Mayor Michael O'Brien  
City of Winooski  
email: [mobrien@winooski.org](mailto:mobrien@winooski.org)

Dear Sirs,

Many of us are very concerned about this proposal for Vermont. While we appreciate national needs, we also live in a very small and rural state where scale and impact of investment are directly and immediately felt. Any and all investment is transformative—some positively, some negatively. Determining the impact of development is often vetted through public process such as this “public comment” period, but also through other measures such as the Vermont Act 250 process. I say this because many large-scale

LU-7

416 Pine Street #E-2, Burlington, Vermont 05401 USA  
Tel. 802-862-4175 Email: [vtdesign@sover.net](mailto:vtdesign@sover.net) [www.vermontdesigninstitute.org](http://www.vermontdesigninstitute.org)

# Vermont Design Institute

projects have impacts well beyond the currently-known conditions, yet it is difficult to mitigate their effects after the fact.

LU-7

In this case proposing the F35 bed-down in the largest metro-area of the State is inappropriate and short sighted. It flies in the face of all current municipal, educational, institutional, and healthcare investments and the largest concentration of population in the state—208,055 according to the 2009 U.S. Census.

According to the Air Force press release on Oct. 30, 2009:

The Air Force on Thursday issued its list of 11 candidate bases that are the potential bed-down locations for the first 250 to 300 F-35 stealth fighters that are scheduled to enter its inventory by 2017.

On the short list of operational bases are: Hill AFB, Utah; Mountain Home AFB, Idaho; and Shaw AFB, S.C., as well as McEntire Joint National Guard Base, S.C., and the Air National Guard stations in Burlington, Vt., and Jacksonville, Fla. On the short list of training locations are: Eglin AFB, Fla.; Holloman AFB N.M.; and Luke AFB, Ariz., as well as the ANG stations in Boise, Idaho, and Tuscon, Ariz.

Burlington and Jacksonville are the only two urban locations listed for operational bases, while several other non-contiguous sites are listed for training locations. How the decision was made for F-35 Joint Strike Fighters to fly over Vermont is not obvious. In fact it appears to be “top-down planning” (normally not well-supported in our state) with little regard for the existing airport struggles over sound levels and livability issues.

PA-4

According to the Lockheed Martin website information on the F35-A the weapons payload includes cannon, air-to-air missiles, two 2,000 lbs guided bombs, and thrust engines. If this is to be an active site, and not just for show, there must be a plan for when things go wrong. Where is there room in Vermont to discharge or unload after a mission or training if need be?—in Lake Champlain, I suppose.

SA-2

The total proposed procurement of 2,443 domestically-purchased aircraft raises the question of how many would be located here. Whether there would be more than one facility across the U.S. and how these would be interfaced?

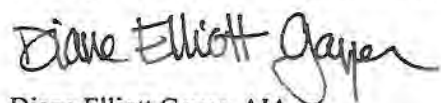
Vermont is very proud of its Vermont Air National Guard, but that does not mean we are an appropriate site for the F35s. Schools and businesses cannot function when the F16s flyover and BTV is already buying houses adjacent to the airport to mitigate current conditions. We cannot buy out half of our metro area for the F35. We do not have an economy based on the military, but rather one based on urban agriculture and natural resources. In fact funding—federal and state—has been focused on planning for more density and reinvestment in precisely this zone.

LU-3

Perhaps, once more, what is good for another state is not necessarily a windfall for Vermont. The F35 is not appropriate to Vermont.

GO-1

Thank you for your attention to this concern.



Diane Elliott Gayer, AIA

May 25 2012

NICHOLAS GERMANOS

HQ ACC/A7PS

129 Andrews St., Suite 332

Langley AFB, VA 23665-2769

Dear Sir,

I am writing to voice my objection to the proposed F35A introduction to the Burlington International Airport in Vermont.

GO-1

I attended the public hearing on May 17, 2012 where there was little comment about the ENVIRONMENTAL impact of this proposal, but a lot of comment about the economic impact. I feel that one public hearing in the entire state of Vermont is completely inadequate for soliciting public comment.

PI-8

PI-6

I currently reside in south Burlington, directly adjacent to the airport. For the past 9 years the F16's have flown over my home, rattling my windows, stopping conversations and generally causing me to feel like I at times live in a war zone. Based on what I have read in the available environmental impact statement, the F35A will be louder than the F16's and more disruptive, particularly of concern as you are considering bringing them to what is the most densely populated area of our state!

It concerns me that our government is willing to choose possibly displacing hundreds of people for the sake of economics. I already drive daily past the 120 homes recently gobbled up by the airport due to noise levels making them unfit for residence....

LU-3



I wonder, is it even safe to deploy a relatively new, untested aircraft in such a densely populated residential area given the current problems with the F22?

SA-1

In closing, I deeply oppose the proposed action considering the bed down of F-35A aircraft at Burlington Air Guard Station in South Burlington, Vermont.

I look forward to hearing from you regarding your position concerning these issue. Please reconsider your stance and find a home for these planes in an area less proximal to such a populated area. I realize Vermont has a small population, if you go by numbers, but you are planning to fly these planes over the largest city in the state!

Sincerely,

Annabeth Lisle



Mr. Nick Germanos  
 F-35A EIS Project Manager  
 HQ ACC/A7PS  
 129 Andrews Street, Suite 102 (Rm 337)  
 Hampton, VA 23665-2769

May 14, 2012

Subject: Comments re EIS Burlington AGS

Last week I visited a number of neighborhoods close to the Airport in South Burlington. I saw lovely gardens and children playing outside, in front of attractive and well-kept homes. These neighborhoods are safe and comfortable for families. I could not believe that the EIS says that they are all “affected by 65dB or more” and are “are considered incompatible land uses per the Air Installation Compatible Use Zones.”(BR4-21) In the news recently have been the homes right next to the Airport where every resident “has the opportunity to relocate and receive appropriate benefits from the sale of their property.”

Well, in this EIS document, the extent of the 65dB zone is greatly larger.

Chamberlain School and St. Michael's College are said to be in the incompatible zone and should be closed down. Nine other places and neighborhoods are said to be in the tear-down zone:

Community Lutheran Church  
 Chapel of Saint Michael  
 Williston Road at S. Brownell Road  
 Shunpike Road  
 Patrick Street  
 Airport Parkway/Kirby Road  
 Valley Ridge Road  
 Roland Court  
 Shamrock Road

If the F-35A is based here with 18 planes, then Center for Science Education, St. Francis Xavier School, Winooski United Methodist Church and Main Street/E. Spring Street are added to the list.

If the F-35A is based here with 24 planes, then add Vermont Technical College, Calvary Chapel, Marantha Christian Church, Sisters of Providence, and Valley Baptist Fellowship.

It's confusing for all of us who live in South Burlington and Winooski. Residents will have to begin guessing, “Will my home be in a zone where homes are being torn down?” The Air Force says that: “Once the F-35A is operating at the selected base(s), the pilots will have consistently flown the operational profiles defined in this EIS or modified them to accommodate the unique qualities of the F-35A. At that time, the Air Force proposes to acquire

LU-3

actual F-35A acoustical data to validate the proposed impacts in an appropriate noise study under AICUZ (Air Installation Compatible Use Zones.) (BR4-21) In other words, this EIS doesn't really have any idea at the present time exactly what the impact will be! Will anyone be able to sell their home while we're waiting to hear about this? At this time, the Air Force is suggesting that with 18 planes coming, 938 homes will be affected and with 24 planes coming 1366 homes will be affected.

PA-13

Other alternative bases have been investigated and been turned down by the Air Force because of civil aircraft volume. Surely, Burlington AGS needs to be turned down because of the high volume of neighborhoods that will be destroyed. The Air Guard can defend us with smaller aircraft. This is not the place to base joint strike fighter bombers expected to be working overseas.

GO-1

Sophie Quest





May 14, 2012

Name: Amanda Daniels

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Amanda Daniels

May 14, 2012

Name: Jason Simino

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in blue ink, reading "Jason Simino", is written over a horizontal line.

May 14, 2012

Name: Kelli Simino

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



---



May 14, 2012

Name: *Scott Dodge*

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Scott C. Dodge", is written over a horizontal line.

May 14, 2012

Name: Donna Daniels

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

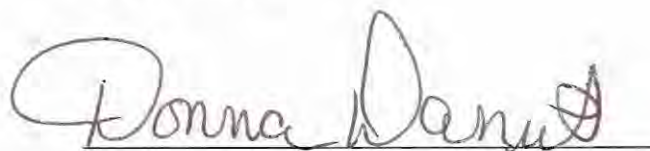
GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, reading "Donna Daniels", written over a horizontal line.

May 14, 2012

Name: *Lucian Mason*

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script, reading "Lucian Mason", is written over a horizontal line.



May 14, 2012

Name: Chris Daniels

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Chris Daniels

May 14, 2012

Name: Bonnie Easter

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Bonnie D Easter

May 14, 2012

Name: *Angelica Bailey*

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in dark ink, appearing to read 'Angelica Bailey', written over a horizontal line.



May 14, 2012

Name: David Daniels

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



---

May 14, 2012

Name: Julie C. Thompson

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

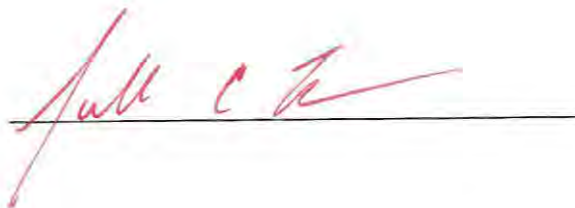
GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,



May 14, 2012

Name: Dawn Mason

Address:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

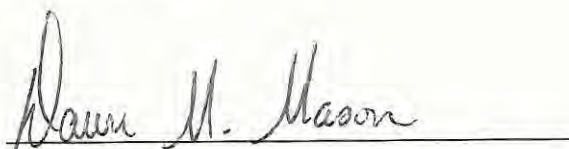
GS-1

Mr. Germanos,

It is my distinct pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truly in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

A handwritten signature in cursive script that reads "Dawn M. Mason". The signature is written in dark ink and is positioned above a horizontal line.



From: Faruk Hurer

Regarding : F-35 Debate

To whom it may concern,

GS-1

- I. Regarding the sound issue : Are we suggesting that we eliminate other annoyances in the form of sound as well? Maybe we can stop landscaping. How about trucks and motorcycles? Oh and yes what about those emergency services sirens? The list goes on. I honestly hear more lawn mowing from Spring until early Fall per week than i do the F-16's taking off or landing. Another thought : The citizens that are complaining about noise from the airport apparently thought that the airplanes would stop taking off once they bought their houses in the vicinity of the airport. Is there justification for these people to ask the Air Force to move? The Air Force has been here a lot longer than most.
- II. The United States Air Force has officially declared Burlington as a preferred location for the bedding of the F-35's. Need i say more? Obviously there are strong National reasons behind this decision but yet we have people completely uneducated of the facts and still decide to undermine the Air Force's decision. This can impact National Security and the way we respond to threats. I cannot believe the ignorance of people that would like to sacrifice, quite possibly to a certain extent, our great Nation's security based on a few minutes of noise per week. Or perhaps there is another underlying reason : it seems most of the anti-F-35'ers are also anti military, anti government socialists.
- III. More importantly how about the thousands of lives affected by this? The men and women of our Armed Forces have and continue to sacrifice for us. How about we sacrifice a few minutes of noise for them so that they can remain in our communities with their families who have made homes here? So that we do not break these families apart nor cause hardships for them. We need them in our communities and they need us.
- IV. The F-35 is not 3 times louder than the F-16. I have seen the F-22 in person many times and that has twice the engines. The F-22 engines are also more powerful. The F-22 is not by much louder than the F-16. It is very comparable to the F-15.

What has Vermont become with this new influx of people who are ignorant of our Patriotic Views or of our decency to help others especially our Armed Forces???

Mrs. Greco was quoted as implying that a number of South Burlington residents were complaining that their property values would decrease due to the noise. How materialistic and vain is that? They did afterall purchase in close proximity to the Airport.

Vote for the F-35 : <http://www.petitionbuzz.com/petitions/sayyestof35s>  
We already have 340 votes without any advertising at all.

Thank you sincerely,  
Faruk Hurer





**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** SOUTH BURLINGTON, VERMONT  
**Date:** MAY 14, 2012

IN

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

PLEASE SEE ATTACHED COMMENTS.

\*\*\*Please Print\*\*\*

**Name:** MICHAEL MULLIN  
**Address:** \_\_\_\_\_  
\_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



Dear Mr. Germanos,

I am typing this to save time (me trying to write/you trying to read my hand-writing). I will be as brief and succinct as possible, while trying to make my point. I was born in Burlington, and lived the majority of my life in the Chittenden County area of VT, which essentially surrounds the Burlington Airport, and I have a sincere interest in the health and welfare of this great community. I am 48yrs old, and I currently reside in Williston, which is on the southern BIAP approach side. I've been at places and residences all around the airport over the years, and I have also read the major parts of the EIS. There is little or no significant issues with the ecology (pollution, etc), and removing both the economics and the anti-military/war rant, what this EIS (review/comment period) all comes down to is a noise complaint. Do the military jets make significant noise? YES. But here is what most people are not saying. The commercial airline operations are also significant contributors to this noise. On a given early morning or late night, I am often stirred by the sound of a jet. But it's not an F-16, as they don't operate at those times. It's a Jet Blue Airbus (et al) landing or departing. Again, I have been at businesses and homes in both Winooski and South Burlington, and I have seen and heard what they experience. The real issue is the fact that there is a commercial airport that is situated in the middle of residential/VT urban areas. As you've heard from previous testimony, this airport was constructed on old farm fields, when the population was not so dense. The neighborhoods were (and continue to be) built around it, after that. People bought these homes, which are/were more affordable. And all of this was done with local planning and zoning approval(s). Now these municipalities and residents want to change the rules. The city of Winooski has been under the northern approach side for over 90 years. They have significant economic (overbuilt/undersold downtown development) and social (failing schools), and want to point to this F-35 EIS as a detractor. To promote commerce and expand jet service, BIAP began buying out neighboring South Burlington homes. This was done because of the commercial airport, and had little to do with the VT Air National Guard, as they taxi on the opposite side of the runway. This decibel noise level (DNL) will still exist without the Guard. In summary, the VT Air National Guard is asking to operate a military aircraft on a legitimate commercial airport, where they have been for many decades. Some of the municipalities want to challenge that under the guise of this EIS. So what is the 'environmental impact'? If this were asking to locate a new airport here, that is one issue. But it is asking to operate on an existing airport. If the airport (DNL, etc) is a significant factor, they should work with the appropriate state and federal agencies to relocate it. But that would be a huge 'economic impact', and no one wants to go there.

Respectfully,

Michael Mullin



Mary Colombo

May 28, 2012

Nick Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos:

Please add my name to the list of those opposing the stationing of the F-35 planes at Burlington Airport. I live in Colchester which is not supposed to be impacted by the noise of the fighters. However, I am. Now when the F-16s fly overhead the noise is deafening. The planes fly constantly both day and night. So, the the additional noise level of the F-35's would not just be a problem in South Burlington and Winooski. It is and would be a problem in the surrounding area. Also, very often two or more planes fly together, so the noise level is not just for one plane, it is for multiple planes.

GO-2

I cannot understand why the Air Force is even considering the Burlington area for these planes when other areas seem more appropriate. For example at Hill Air Force Base in Utah the planes would be stationed at a base that already exists and F-16s are already stationed there. The base is 30 miles away from Salt Lake City. At the Burlington airport the planes would be active right in the middle of a major metropolitan area that relies heavily on its environment appeal to tourists and residents. Burlington is located on the shore of Lake Champlain. I would hate to think of one of the jets crashing into the town or into the lake. The destruction would be immense. I doubt this event would happen, but the plane is new, the pilots have not flown it often, so I am not so sure it would be safe. Then, of course, there was the incident in Virginia when a plane did crash in an urban area with no deaths or injuries. The military was lucky in that case, but they it might not be the next time.

PA-4

SA-1

In addition, at one of the hearings for residents to speak in Utah, only 25 people showed up in comparison to several hundred that showed up to attend the meeting in South Burlington. The town council in South Burlington has voted in opposition to the stationing of the F-35's at the airport. I would say the level of opposition to the planes is minimal in Utah compared to substantial in the Burlington area. Why station the planes in a location that arouses this kind of opposition?

As for economic advantages. Surely the folks in Utah or at the other sites being considered would benefit from the advantages the planes bring. I am sure there are those in the Burlington area would appreciate them as well, but the point is do we need to destroy the liveable living and working environment we have now for them. I do not think so.

In addition, the addition of the upgraded fighters would mean substantial numbers of homes, schools and businesses would have to be destroyed. To me this represents a major unnecessary expense.

LU-3

Thank you for your attention.

Sincerely,

*Mary P. Colombo*



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: South Burlington, VT  
 Date: 5-29-12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

To Whom it May Concern:

Please consider housing the F-35's in a more rural location. 80% of our community, Winooski Vermont, is low-income. It seems unfair that those who have few options in terms of relocating and/or finding work away from public transportation would have the excessive noise of the F-35's forced on them. The damaging noise would bring down property values in an already struggling community. The F-16's are tolerable but 4x the decibels would force hard-working folks out of their homes.

GO-1

EJ-3

SO-1

LU-1

\*\*\*Please Print\*\*\*

Name: Andrea Wheeland  
 Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

Corey Mack

May 25, 2012

Mr. Nick Germonos, HQ ACC/A7PS  
 129 Andrews Street, Suite 337  
 Langley AFB, VA 23665-2769

**Subject: F-35A Operational Basing EIS**

Dear Mr. Germonos,

First of all, I would like to voice my support of the Green Mountain Boys, their mission, and the excellent work they do in providing a secure environment and protecting our country up and down the east coast.

Regarding the Operational Basing Environmental Impact Statement, I believe there are a number of missing elements and unaddressed impacts, notably:

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|
| <ul style="list-style-type: none"> <li>▪ The EIS makes no mention of the downtown designation of the City of Winooski and our efforts over the past years to develop a liveable, outdoor-oriented community. This includes restaurants with outdoor seating, streetscapes designed for strolling and browsing, farmers markets, and community events. The entire downtown of Winooski and 1/3 of the rest of our city will be subject to noise levels above federal airport standards. Our community is more than a residential neighborhood, it's an entire city that will be subject to potentially damaging noise levels.</li> </ul>                                                        |  | LU-2  |
| <ul style="list-style-type: none"> <li>▪ The EIS discusses the impacts of noise on home values for only 1 page out of the over 1300 pages in the entire document. This impact on home values was cited as a concern 25 times at the first meeting in Winooski. The EIS discusses very broadly the basis of the concern and cites two studies, both over 25 years old. One study states that home values will fall, and the other is inconclusive. Since so much of the surrounding area is residential and home prices will likely fall, how will this affect our grand lists? Will the assessed value of our homes fall, and taxes need to be raised to perform the same services?</li> </ul> |  | SO-13 |
| <ul style="list-style-type: none"> <li>▪ The EIS does not discuss the potential impact on existing and planned high-end residential developments on the Winooski Waterfront.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  | SO-1  |
| <ul style="list-style-type: none"> <li>▪ The EIS does not mention the impact of the noise on the brand of Vermont, which is generally considered to be serene and natural.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  | LU-2  |
| <ul style="list-style-type: none"> <li>▪ The EIS does not discuss potential mitigation to any of the identified "unavoidable adverse impacts."</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | NS-11 |



Additionally, it seems the selection criteria in which Burlington was chosen as the preferred alternative is flawed. The evaluation chart provided in the Executive Summary clearly highlights that the Burlington airport is the most environmentally impacted site. Paradoxically for a document that is tasked to minimize impacts, it selected Burlington as the preferred location. I imagine it has to do with the very fine airmen and women and strategic location of the facility, but these criteria should probably not be included as criteria in selecting the least impactful alternative in an Environmental Impact Statement.

PA-4

I understand that there are larger issues at play, and it may be in the best interest of national security to base these planes in Burlington. These issues may override the conclusions of the EIS, but they should not influence the selection of the preferred alternative.

I request that these issues highlighted and bulleted above are addressed in a Final Document. Additionally, I request an evaluation matrix with clear scoring criteria that indicates the preferred alternative selection criteria.

PA-3

Thank you for your consideration.

Sincerely



Corey Mack  
Resident

May 24, 2012

Mr. Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 332  
Langley AFB  
VA, 23665-2769

GO-2

Dear Mr. Germanos:

The U.S. Air Force proposal, to “bed down” the new F35s supersonic aircraft at our Burlington International Airport., fails the test of it being reasonable. To base such a new, disruptive military aircraft, in the middle of the most urban county in Vermont, containing Vermont main medical, educational and commercial sites.

Further. Look ahead its’ being, a very likely target, for hostile Drone aircraft!

Sincerely,

A handwritten signature in dark ink, appearing to read "Bob. O'Brien Sr.", written in a cursive style.

Robert W. Sr “Bob” O’Brien

**STEPHEN A. REYNES**

24 May 2012

Nick Germanos  
HQ ACC/A7PS  
129 Andrews St., Suite 337  
Langley Air Force Base, VA 23665-2769

GS-1

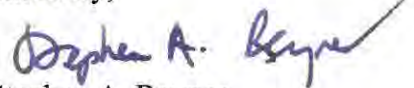
Re: VT ANG-F-35s

Dear Mr. Germanos:

I am writing in support of the F-35s being assigned to the Vermont Air National Guard at the Burlington Vermont airport. As I type this letter, I am looking at a photo of a Vermont Air National Guard F-16 flying over Manhattan on 12 September 2001, with smoke rising from Ground Zero. The photo appeared on the front page in the Burlington Free Press, I ordered the photo and had it framed, and it hangs in my office.

I see and hear lots of comments about noise vs. the economic benefit. What matters the most in my mind is the mission of defending the United States against another attack by terrorists or any other enemy. I trust that the Air Force prefers to site the new F-35s in Burlington for good reasons, including that the Vermont Guard will perform its critical defensive mission well. I do not live close to the Burlington area, but it would not change my mind if I did. If what I occasionally heard for several seconds was dominated by the sound of these planes, I would think – as I have before with the F-16s – these are our guys doing their job to help keep us safe, thank you. Bin Laden is gone but there are plenty of others who would want to bring 9/11 harm to the United States again.

Sincerely,



Stephen A. Reynes

cc: Governor Peter E. Shumlin  
Major General Michael D. Dubie

99999-00027\Doc#2986



May 25, 2012

Nicholas Germanos HQ ACC-A7PS  
129 Andrews St. Suite #332  
Langley AFB, VA 23665-2769

GO-2

Dear Sir,

We would like to express our feelings against the installation of the F 35 Jet fighter at the Burlington, Vermont Airport. Burlington is the largest city in Vermont, and the most densely populated in the whole state. It has a peaceful feeling. Yes, there is the occasional roar of air craft or trucks, noise of cars past our doorway, the clank of the trains shifting tracks, the whistle of the ferry. It is mostly a serene place, located on the shores of beautiful Lake Champlain which is framed in the distance by the extended peaks of the Adirondacks.

In the quiet of the early morning, it is bliss to wake and hear birds chirping, and later to hear children's voices as they chatter on their way to school or at play. One hears the occasional dog barking, the lawn mowers in summer, the snow plows in the winter. Another serene view is from the tarmac of the Burlington Airport-- the gentle contours of the Green Mountains.

Why would you choose this most populated area with such limited space for the installation of this jet plane? I have visited Utah and seen the multitude of acres of emptiness. There, such an installation would not destroy the peace of its largest city.. Also, we have fared better than many places during this recession and we feel we do not need an infusion of dollars from the US military.

Therefore, we ask you to consider our plea to NOT deploy the F 35 aircraft to this most livable city, Burlington Vermont.

Sincerely,

  
Joyce and Ted Flanagan

May 9, 2012

Name: *JOHN M. TRUAX*

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite337

Langley AFB, VA 23665-2769

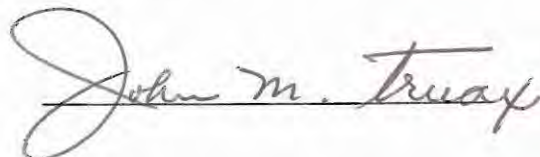
Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158<sup>th</sup> FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

*I like watching the F-16 fly over our house in Essex. Our grandchildren, the one that is 4 years old says there goes a F-16. I support the F-35 coming to Vermont.*

Respectfully,

A handwritten signature in cursive script that reads "John M. Truax". The signature is written in dark ink and is positioned below the typed name "John M. Truax".

## Ann Sheperdson &amp; Courtney Price

May 26, 2012  
 Mr. Nicholas Germanos  
 HQ Acc/A7Ps,  
 129 Andrews St. Suite 332  
 Langley AFB, VA 23665-2769

Dear Mr. Germanos,

We are writing to let you know that we strongly object to the idea of the F35 jets coming to Vermont. Though we love our country and support our local National Guard we believe it is not only a detriment to our quality of living but also a very dangerous plan in a highly residential area.

GO-1

We have been in Winooski when the current jets have flown over and were completely blown away. Our car windows shook and we could not hear each other talk. It was actually very scary. It felt like we were suddenly at war. I can't imagine how residents in Winooski stand that on a regular basis. But then it tends to be a low income area and they probably feel it is what they have to endure. But if you bring the even loader jets here then you will basically condemn many low income families to horrible effects of hearing damage and reinforce the idea that the quality of their lives are not worth as much as others. I, Ann Sheperdson, can also attest to the possible hearing damage from when I was in South Burlington visiting a friend and a jet flew right over us. It was absolutely deafening! We could not hear a thing! And I then realized we were a few houses away from the Chamberlain elementary school. How can students concentrate with that kind of ear puncturing sound? We remember when we had drills to get under our desks during the Cold War. It was terrifying. Why should these young children have to endure this type of fear, possible hearing loss and a disruption to their class? It is another abuse of the primarily poor because they have no voice. I have heard from parents with small children that they are woken from their naps crying when the current jets fly over. And for the elderly they are often terrified, especially for an individual who has dementia and does not understand it is training exercise. If this proposal was going to impact the wealthy families on Lake Champlain this location would never have passed. Many business owners in South Burlington who support the plan do not reside in the town. You are going to basically condemn a whole town and surrounding areas and depreciate the costs of homes in South Burlington, Williston and beyond that many families have spent hard earned money to own.

EJ-3

EJ-2

NS-3

NS-6

LU-3

SO-1

The news and picture of a jet crashing into an apartment complex recently was horrific though thankfully there were no injuries or death to the people living there. However their apartment and belongings were destroyed. As a former Air Force pilot wrote in our local paper that to put new, hardly tested jets in a residential area is a huge concern, an even greater concern than the noise. We feel the Air Force is being totally irresponsible to locate these jets in such a highly residential area. We can't

SA-1

NS-45



believe the Air Force would be willing to put so many people in potential danger as well as damaging their quality of life.

NS-45

Our Town Council of South Burlington has voted against having the jets here and everyone I talk to agrees with their position. It was even mentioned in our paper that both Senator Leahy and Senator Sanders both are backing off their support of the jets locating here. Only Congressman Welch fully supports the idea and he lives nowhere near the affected cities.

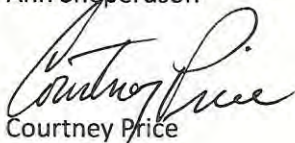
We strongly ask you to pick a less populated area. The jets truly are not wanted here by those of us who live here. Most people that opposed the jets, like us, were never given the opportunity to speak at the Public Hearing you held at the High School. It was very one-sided which was also wrong. Please do not bring them here. And at the same time find valuable work here in Burlington for our hard working National Guard.

PI-8

Sincerely,



Ann Sheperdson



Courtney Price

GO-2

May 24, 2012

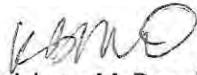
Dear Nicholas Germanos,

I am a resident of Burlington, Vermont and I am writing with concern about the impending F-35's for South Burlington. My community and I are already negatively impacted by the F-16s currently based at the local Airforce base. My home and work are within a close enough range that my windows rattle regularly in the mornings and evenings with their comings and goings, phone and in-person conversations need to pause as the noise levels dominate, and I'm aware of the negative impact they have on our air quality as well.

I strongly oppose louder jets being stationed so close to so many peoples' homes, workplaces, and sacred spaces. Please consider the negative impacts this development will have, as this is more than an economic or military decision—it should be a community one.

Thank you for your careful approach. Please act responsibly and stop the F-35s from coming here.

Best,



Kailee Brickner-McDonald

May 30, 2012

Nicholas Germanos  
HQ ACC/A7PS  
129 Andrews St.  
Suite 337  
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

I am writing in support of bringing F-35's to Vermont. I am a lifelong Vermonter. I was born and raised in the Northeast Kingdom, went to college in Winooski, and currently work in Williston. The Green Mountain Boys have a historical tradition in my family. I was here on 9/11 and took comfort in hearing the jets covering the skies in those uncertain times following the terrorist attacks.

Being a small community, I have had the pleasure to meet some of the families who are here because of the base. I have seen the sacrifices their families have made. Simply put, these are great men and women who are role models for future generations. It's the least we can do to give them the best tools for the job.

Sincerely,



Chris Lewis



M172

We have never lived in a situation where we had to dive for cover as bombs fly in. We have never lived where we had to fear the militia in any sense or form. Briefly, we live in the GOOD U.S.A.!!! We have lived with ANG and what ever flying over our heads to either land or take off at Westover AFB. Even now as we spend our twilight years here in Burlington I am grateful and offer up a smile and prayer each and every time we hear a jet overhead. To us, that means **\*\*FREEDOM\*\*** **\*\*SAFETY\*\*** **\*\*REASSURANCE\*\***. For all those folks that want to stop the F-35s from roosting here I say: have you hid from bombs? have you gone to sleep at night & worried about what would happen overnight? have you REALLY had to worry about terrorists? And for all those lost souls who bought property near/around the airport back when, did you ever give it a thought that the world was moving onward? And also, those of you who have chosen to rent in the area. Were you not aware of the airport before you signed on the dotted line? WE LOVE THE SOUND OF THE JETS AND WE WILL WELCOME THE F-35s even tho we will not get the full thrust of their power/energy/security each time. BUT to us, that noise means WE ARE SAFE IN OUR BEDS TONIGHT. We have sent our letters to the C.O. for approving the location of the F35s in Burlington. THINK!! SMALL PEOPLE AND CITIZENS OF BURL -- in the long run, after all is said and done: you will be only too happy to put that extra income into your wormy pockets. I'm a senior and remember "when"; but both sons were in the service and one of them spent 2 tours on the Enterprise. WE LOVE AMERICA and all it stands for!!!

GS-1

Please consider this as (2) votes for  
the F-35s in Burling Inn x We're proud  
to have them & sleep well at night  
because of the ANG.

Virginia F Carter  
John E Freeman

5/30/2012

ATTN: Mr. Nick Germanos  
 HQ ACC/A7PS,  
 129 Andrews Street, Suite 337,  
 Langley Air Force Base, Virginia 23665-2769,

To Whom It May Concern,

Please know that as a resident of Burlington, VT I completely object to the proposal for siting F-35s at Burlington Airport. Your draft EIS, though poorly done, using rough estimations given that the plane is still in development, showed that the effects of this proposal would be devastating to Burlington's communities. I urge you to listen to the people of Vermont and DO NOT house this plane in Burlington.

GO-1

PA-13

Already there are hundreds of homes deemed uninhabitable using the FAAs current standards and thousands more would be affected. This is an unacceptable sacrifice for Vermont's largest city. You are negatively impacting all of us, as your noise pervades our schools, workplaces and homes. The F-15s are already deafening and stop all intelligent thought as they fly by. Now you propose something even louder affecting even more schools and homes. This is unacceptable.

LU-1

EJ-2

Vermonters have sacrificed a lot for our homeland security. We pay exorbitant taxes and at least ¼ of that goes directly to defense spending. Per capita, Vermont has sent more of our young men and women into harm's way in Iraq and Afghanistan than any other state. And the Ethan Allen Firing Range has a dramatic negative impact as it is expanded in size and sound from heavy artillery to a new small arms firing range that can be heard for miles in the heart of our tourist area on the Mansfield Range. You do not successfully mitigate for that sound or for the F15s, I doubt anything will be any different with the F35. Vermont sacrifices enough for our security, this is an unwelcome addition.

NS-11

You are making Vermont into a war zone with jets heard overhead and small arms fire from the Firing Range in the distance. You are negatively impacting our quality of life and hurting our tourist based economy.

NS-45

SO-14

Though your process thus far has been a sham, with a half-baked EIS, a farce of a public hearing (with more talking at us than listening TO us) and inappropriately orchestrated political lobby before the end of the public comment period, I nevertheless encourage you to hear that Vermonters reject this proposal.

PI-8

Jens Hilke







**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

Location: S Burlington VT  
Date: 5/24/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I Am A PROUD CITIZEN AND GREATLY APPRECIATE THE  
SERVICE THAT THE MEN AND WOMEN OF THE NATIONAL  
GUARD PROVIDE FOR OUR NATION, STATE AND COMMUNITY.

FOR THIS REASON I FULLY SUPPORT THE BASING  
OF THE F-35'S IN THE VERMONT AIR NATIONAL GUARD

\*\*\*Please Print\*\*\*

Name: Toby Quick

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☐ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



GS-1

May 30, 2012

SUBJ: F-35's and Vermont Air National Guard

To Whom This Does Concern,

I positively support locating the F-35's at Vermont Air Guard in South Burlington, Vermont.

I was a member of VTANG for six years: 1967-1973. At that time we were part of NORAD and our birds were the F-102 Delta Dagger. I was married, wife expecting twins and still attending college at the University of Vermont. I served proudly and have strong beliefs in the Air National Guard of our country. I am similarly proud of our armed services throughout the world. At 68 years now, I feel just as positive about the role of the ANG as I did when in my 20's. What's true in sports is true in military preparedness; the best offense is a strong defense.

I have read in the press how far the Air Force has gone to inform and listen to local communities and citizens regarding noise, pollution and other potential impacts before deciding on Vermont as the F-35 base of choice. Now it's decision time. I want my voice to be counted in support of locating as many here as feasible.

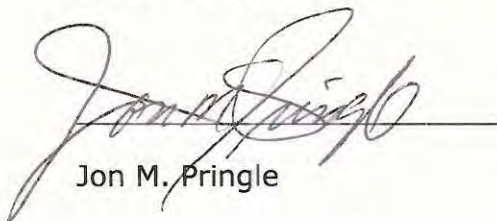
At last, Governor Schumlin voiced his support for this decision. I don't agree with much he proposes but this time he took a stand on the right platform.

There's an economic benefit to this decision that outweighs what I consider minor noise disruption from takeoffs.

In my opinion, far too many residents in South Burlington and Winooski were mouthing words given them, perhaps with remunerations, in opposition. I would suggest they look at history and learn the Guard has been here for six decades and I hope will never go away. Perhaps they have forgotten 911, the lives lost by an act of war by perpetrators from Al Qaeda. These ill-informed misfits must not realize it was our F-15's patrolling the NYC skies shortly after the devastation. How fast they forget. It's the 'not in my back yard' syndrome at its worst. If their police force, firemen power company, cell phone service or cable TV provider were unavailable when they need them wouldn't they scream how horrible. What if enemy jets were buzzing the neighborhood?

Would they then understand what cannot be taken for granted? I suggest it would be too late for a change of heart.

Respectfully,

A handwritten signature in dark ink, appearing to read "Jon M. Pringle", is written over a horizontal line. The signature is stylized with a large initial "J" and a cursive "P".

Jon M. Pringle

From: Faruk Hurer

Regarding : F-35 Bedding in Vermont

GS-1

Dear Mr. Nicholas Germanos,

I am a tax paying resident of South Burlington. Again let me re-assure you that our communities surrounding the airport for the majority are in favor of supporting our Armed Forces and welcoming the F-35's.

Please look at our 2 petition sites below. We have a total of **1100** votes in favor of bedding the F-35's in South Burlington, Vermont as of 12:05pm May 30<sup>th</sup>, 2012.

<http://www.petitionbuzz.com/petitions/sayyestof35s>

<http://www.petitionbuzz.com/petitions/supportf35>

Also please browse the comments section in the Burlington Free Press under F-35 articles as well as the Opinions section under letters to the editor. You can do a search for F-35 or Air Guard. There are so many people in favor. Please take a look. [www.BurlingtonFreePress.com](http://www.BurlingtonFreePress.com)

Thank you sincerely,

Faruk Hurer



Mr. Germanos  
 HQ ACC/A7PS  
 129 Andrews St., Suite 332  
 Langley AFB, VA 23665-2769

PI-8

RE: Comment on South Burlington F-35 EIS Hearing

May 18<sup>th</sup>, 2012

Dear Mr. Germanos,

Poor moderation at the F-35 hearing fatally corrupted the process.

-The moderator failed to enforce the legal focus of the hearing: **Commenters were allowed to enter unsupported supposition regarding the *economic* implications of the F-35, impacts that were not substantively addressed in the EIS.** No commenters were re-directed to address the substance of the EIS when comments drifted significantly, if not entirely, from the substance of the report. The moderator's excuse: "I don't know what people are going to say when they come up here" is clearly specious.

-The most egregious examples of "drift" came from Shumlin, Leahy and Sanders etc. whose lengthy comments were accepted before the public. **Politicians are not "the public".**

-There were irregularities in the manner in which speakers were called. **People should have been called in the order their forms were received yet the order was obviously random if not reversed.** I arrived at the meeting at 5pm (an hour early) and was not called to speak until 9:15. Notably, several women who approached the moderator at the 8pm break were called almost immediately after the break and **their forms were pulled from a separate pile.**

-**The time limit on speakers was not enforced.** The suggestion of a 2 minute time limit was rejected. Many people were deprived of the opportunity to speak or had to leave the hearing before it was arbitrarily called to a close at 9:30.

These failures frustrated the purpose of the hearing to the extent that it no longer satisfies the legal requirement of taking public comment.

Sincerely,

Juliet Buck



**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** BURLINGTON, VERMONT  
**Date:** 5/15/2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

MY LIMITED REVIEW OF THE DRAFT EIS INDICATES TO ME THAT THE IMPACTS, POTENTIAL OR OTHERWISE NOTED, ARE NOT SIGNIFICANT AS TO DETER OPERATIONAL BASING OF THE F-35 IN BURLINGTON, VERMONT. THE AREA IS ALREADY FAMILIAR WITH MINOR DISRUPTIONS THAT ACCOMPANY ANY MILITARY OUTPOST, ALL OF WHICH ARE MINOR IN COMPARISON TO WHAT WE RISK BY NOT SECURING OUR BORDERS IN THE MOST EFFICIENT AND EFFECTIVE MANNER. I BELIEVE BASING THE F-35 DOES SO, AND CONTINUES THE STRONG TRADITION OF SERVICE AND PERFORMANCE DEMONSTRATED BY THE GREEN MOUNTAIN BOYS AND THIS COMMUNITY. MY FAMILY AND I ARE IN FULL SUPPORT OF F-35 OPERATIONAL BASING IN BURLINGTON, VERMONT, AND WE WELCOME THE USAF DECISION TO DO SO.

\*\*\*Please Print\*\*\*

**Name:** JOEL MILLER

**Address:** \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

Melissa H Cronin

May 28, 2012

Dear Mr. Germanos,

I am writing in opposition to the proposed bed-down location of the F-35 at Vermont's Air National Guard Base located at Burlington International Airport. I have lived just off of Kennedy Drive in South Burlington (within walking distance to the airport) for over seven years. My concerns involve quality of life and safety related to the increased noise levels produced by the F-35. According to data released by Eglin Air Force Base in April 2009, the F-35 will indeed create more noise than the F-16 currently in use. Upon landing, one measurement calculated the F-35 at 105.6 dB versus 89.6 dB for the F-16.<sup>1</sup> However, many of the noise estimates are based on F-16s.

GO-1

Since the noise threshold established by the FAA of 65dB is currently exceeded by the F-16s, and will be further exceeded by the F-35s, more residential areas will be affected.

LU-1

Furthermore, the F-35s are new and inexperienced. According to South Burlington Council Chair, Rosanne Greco, who served 23 years in the Air Force and read "all three volumes of the 800 plus page" EIS, "most planes get into trouble when they're first introduced." It happened with the F-22 and F-16.<sup>2</sup>

SA-1

The population of South Burlington alone is nearly 18,000. It's worth noting that, since 2000, South Burlington has "absorbed 20% of the Vermont's total population growth."<sup>3</sup> The community is only growing. Some of the surrounding communities that will also be affected by increased noise levels and potential for a crash include Burlington, with a population of 42,417, and Winooski, with a population of 7,267.

Additionally, heavy automobile traffic traveling along the roads near the airport – Kennedy Drive, and Williston and Hinesburg Roads, for instance – is concerning. The following numbers only add to the number of people who could potentially be harmed by the F-35s:

SA-3

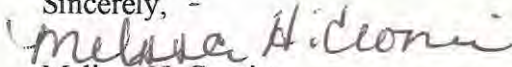
According to traffic data collected by the Chittenden County Regional Planning Commission, the following is a sampling of annual average daily traffic (AADT):  
 2004: US-RT 2 near Kennedy Drive: 16,900  
 2005: Kennedy Drive South of Kimball Avenue: 13,000  
 2009: Kennedy Drive west of Kimball Avenue: 12,500  
 2009: Kennedy Drive west of Timberlane: 16,300<sup>4</sup>



Thank you for considering my written feedback in your decision to bring the F-35 to Burlington International Airport, as it is not only a matter of quality of life, but also a matter of safety for our community.

NS-45

Sincerely, -



Melissa H. Cronin

Notes:

1. Power point presentation on noise levels at Eglin AFB. Bob Webb, MSEE, AFRL/MN, GM-15/RET. April 2009.
2. Jonswold, Miranda C. "Council Says 'No' to F35s." *The Other Paper [South Burlington, Vermont]* 24 May. 2012: Vol. 36, #21. Print.
3. See "Cars to People Project," South Burlington, VT
4. Chittenden County Regional Planning Commission traffic data link:  
<http://www.ccrpc.us/data/traffic.php?town=SOUTH+BURLINGTON&yrs=A&year=2011&count=ATR>



**State of Vermont**  
**Division for Historic Preservation**  
One National Life Drive, Floor 6  
Montpelier, VT 05620-0501  
[www.HistoricVermont.org](http://www.HistoricVermont.org)

[phone] 802-828-3211  
[division fax] 802-828-3206

*Agency of Commerce and  
Community Development*

May 29, 2012

Mr. Nick Germanos  
F-35A EIS Project Manager  
HQ ACCA/A7PS  
129 Andrews Street  
Suite 102 (Room 337)  
Hampton, VA 23665-2769

**Re: F-35A Operational Wing Beddown Draft Environmental Impact Statement  
DOD**

Dear Mr. Germanos:

Thank you for the opportunity to comment on the above-referenced project involving the Department of the Air Force (DHP #CH11-070). We received a copy of the Draft Environmental Impact Statement (EIS) on April 9, 2012, and are submitting these written comments for your consideration.

The Division for Historic Preservation is reviewing this proposed undertaking pursuant to 36 CFR 800.4, regulations established by the Advisory Council on Historic Preservation to implement Section 106 of the National Historic Preservation Act. Project review consists of identifying the project's potential impacts to historic buildings and structures, historic districts, historic landscapes and settings, and to known or potential archeological resources.

The Burlington Air Guard Station is located within a heavily populated area in the City of South Burlington. Based on the maps showing the proposed noise contour bands for both Scenarios 1 and 2, between 1,700 to 1,800 households surrounding the Air Guard Station will be within the 65 to 85 dB range of noise exposure. This area extends from South Burlington into the adjacent cities of Winooski, Burlington and Williston. All of these communities contain historic buildings and districts, many of which are listed on or eligible for listing on the National Register of Historic Places.

For several years now the Burlington International Airport (BTV) has participated in Federal Aviation Administration's (FAA) "Part 150, Airport Noise Compatibility Planning" program. This program sets forth standards for airports to document noise exposure and establish programs to minimize noise-related land use incompatibilities. In the residential neighborhoods surrounding BTV, noise impacts are being reduced by purchasing and demolishing houses within





the 65 dB noise contour. To date, approximately 144 homes in South Burlington have been purchased and demolished, and another 60 are targeted for removal. Because the majority of the houses in the targeted area are less than fifty years old, there have not been any issues with the demolition of historic structures.

The expanded noise contour map for the F-35s, however, may expose numerous historic structures and districts to noise levels above 65 dB. In order to fully evaluate the potential effects of the proposed project on historic resources, can you please provide answers to the following questions:

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 1. If the F-35s are based at the Burlington Air Guard Station, will the Department of the Air Force, the Vermont Air National Guard and/or the Burlington International Airport have access to and utilize the “Part 150, Airport Noise Compatibility Planning” program to purchase and demolish homes within the expanded 65 dB noise contour?                                                                                                                                                                                                                                                                                                      | LU-3 |
| 2. What level of effort and documentation will be undertaken by the Department of the Air Force, the Vermont Air National Guard and/or the Burlington International Airport to identify and evaluate historic buildings within the expanded 65 dB noise contour?                                                                                                                                                                                                                                                                                                                                                                                     | CR-5 |
| 3. How will the Department of the Air Force, the Vermont Air National Guard and/or the Burlington International Airport ensure compliance with Section 106 of the National Historic Preservation Act if historic buildings within the expanded 65 dB noise contour are proposed for demolition as a noise reduction measure?                                                                                                                                                                                                                                                                                                                         | CR-6 |
| 4. Can you provide a larger and more detailed map of the areas within the expanded 65 dB noise contour? A map with street names identified will help us better understand which neighborhoods and buildings are included with this area.                                                                                                                                                                                                                                                                                                                                                                                                             | CR-9 |
| 5. Will the F-35 flyovers, take-offs and landings produce increased vibrations that could adversely affect historic buildings, specifically masonry structures, within the expanded 65 dB noise contour? If so, can you provide data as to the level of potential vibrations and effects on historic resources, taking into account cumulative effects over several years of exposure?                                                                                                                                                                                                                                                               | CR-7 |
| 6. The EIS states that: “There would be no adverse impacts to National Register-eligible archaeological, architectural, or traditional cultural properties.” While this may be an accurate statement with regard to the actual placement of the new F-35s at the Burlington Air Guard Station, it does not address the potential for significant adverse effects on historic resources if houses within the expanded 65 dB will become candidates for purchase and demolition, or if vibrations have the potential to adversely affect historic structures over a long period of time. Will the final EIS take into account these potential effects? | CR-8 |

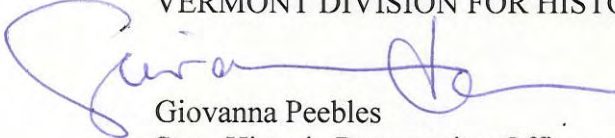
We look forward to continuing our consultation with you on the proposed project. If you have any questions or need clarification regarding any of the above, please do not hesitate to contact Devin Colman, Historic Preservation Review Coordinator, at [devin.colman@state.vt.us](mailto:devin.colman@state.vt.us) or 802-



May 29, 2012  
South Burlington, F-35 Beddown  
Page 3 of 3

828-3043. Mr. Colman reviewed this project and prepared this letter. I concur with the findings and conclusions described above.

Sincerely,  
VERMONT DIVISION FOR HISTORIC PRESERVATION



Giovanna Peebles  
State Historic Preservation Officer

May 9, 2012

Name:



Gabriel Cameron

Address:

GS-1

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158<sup>th</sup> FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully, *Gabriel Cameron*



M182

**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: SOUTH BURLINGTON, VT  
Date: 14 MAY 2012

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I SUPPORT THE F-35 BEING BASED IN BURLINGTON,  
VERMONT. WE CANNOT AFFORD TO LOSE MORE JOBS  
IN THE AREA, AND IT WILL ALSO BRING MORE  
DOLLARS INTO THE STATE.

\*\*\*Please Print\*\*\*

Name: MATTHEW C. SCHWARZMAN

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



To:

Mr. Nicholas Germanos,  
HQ ACC/A7PS,  
129 Andrews St., Suite 332,  
Langley AFB, VA 23665 2769

Regarding:

The Vermont Air National Guard's F-35s flying over the Otter Creek Horse Trails in the Western Adirondacks.

Concern:

These trails are ridden by horseback riders of all skill levels on horses of various ages and levels of experience. F-35s in this area of the Adirondacks could cause serious injury to riders as well as horses. The capacity of the Assembly Area is 100 horses with many others accessing the trail system from the surrounding area.

Please take into consideration:

- The youthful riders
- Inexperienced riders
- The young horses
- The inexperienced horses
- And those of us long in the tooth that don't need to be thrown off by a low flying, loud F-35.

Thank you for taking this concern seriously as you proceed to decide where the flight path crosses the Adirondack Park.

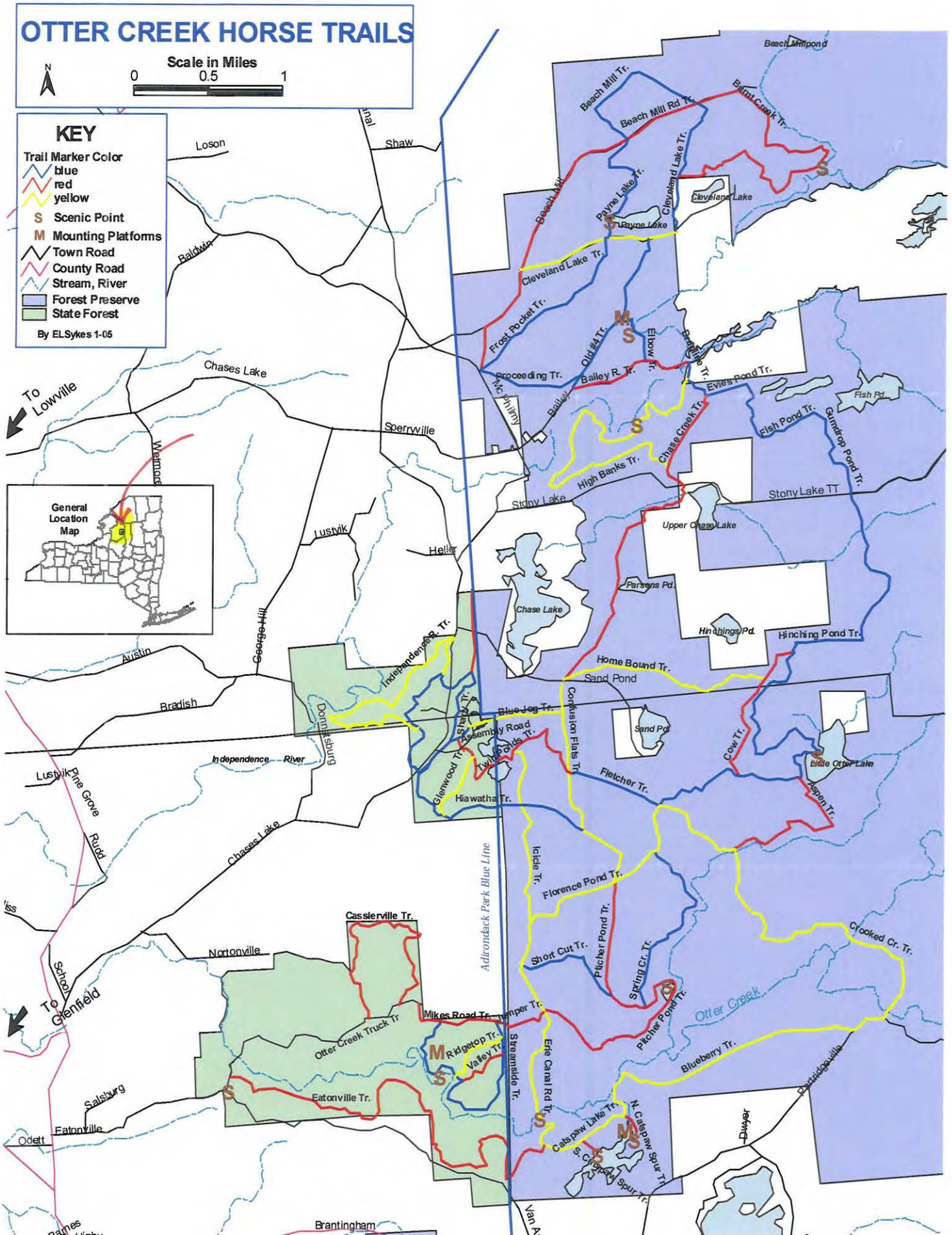


Mary Misek

LU-10

Note: Trail map enclosed.

## OTTER CREEK HORSE TRAILS



KELLY MCCUTCHEON ADAMS

Dear Mr. Germanos,

May 28, 2012

I am writing from Essex Junction, Vermont to express my concern about the proposed placement of F-35s in our community. The F-17s are already quite loud and it is difficult to imagine the noise increase to the F-35. I know that there

is important economic impact of their presence here but hope all safety + quality of life issues will be thoroughly considered.

Thank you. - Kelly McCutcheon-Adams



May 29, 2012  
 From: Helen Keith

To:  
 Nicholas Germanos  
 HQ ACC/A7PS  
 129 Andrews Street Suite 337  
 Langley AFB Virginia 23665-2769

To whom it may concern –

I would like to take this opportunity to express my opposition - concern about any f-35's "bedding down" at the ANG in Burlington, Vermont. | GO-1

I am concerned about the noise level and its impact on milk production/farming, wildlife and human anxiety that comes from too much noise and unscheduled to the public noise, as well as fuel dumping in the atmosphere. | NS-31  
 | NS-8  
 | SA-4

We have a nuclear power plant with very involved and advanced technology with no resulting locations of related businesses and don't accept the conclusions of the Environmental Impact Statement that suggested new employment opportunities would come from having the F-35's here. I also have concerns about the cursory statements made in EIS. I would not want a school to be located within many miles of the fly overs, take offs and landings of these aircrafts – noise levels do impact people's sense of well-being and ability to learn and concentrate. | SO-5  
 | EJ-2

In addition this aircraft is so expensive already – way over budget and I think it is a very poor use of our tax dollars.

  
 Helen Keith

GS-1

**NOT SCARED AT ALL**

In "F-35 Fighter Jets in South Burlington? Air Force Idea Bombs and Soars" [May 16], Kevin J. Kelley wrote, "F-35 opponents characterized such testimony as 'scare tactics.'" I find it interesting that he would use that quote in that context when, just a few paragraphs later, he quotes Juliet Buck saying, "Winooski is toast." How is that not a scare tactic?

I grew up in Winooski and still live there, near St. Mike's. I do hear the jets in the evening powering up at the end of the runway. It's a little annoying for a whole three to four minutes! Making silly statements like St. Mike's will have to be bought out and torn down is ridiculous at best, and a bold-faced scare tactic at worst!

I support the F-35s coming to BTV!

Chris LaMothe  
WINOOSKI

**JOYFUL NOISE**

[Re "F-35 Fighter Jets in South Burlington? Air Force Idea Bombs and Soars," May 16]: They represent the sound of freedom. Is that noise not worth it to you?

Tom Perry  
FAIRLEE

Just a note

I Am with ICE,

Drugs & Alien Enforcement.

I detest "Killing machines".

However, until the rest of the world gets rid of theirs, I FEEL much

safer with ours (F-35)

Call it A deterrent,

if you will.

I am For the F-35's!

Geoffrey Marchand

ICE Enforcement

5-27-12

Mike Hermann;

I am writing to express my concerns over the F35.

To begin, in comparison to the other sites being considered, our facility is very small.

Our neighborhoods are just off the runways in 3 directions.

The F16's presently housed with our guard unit are quite loud enough. I'm afraid the quality of life here would be destroyed forever if the F35 is brought here.

NS-45

I have reviewed past E.I.B. submitted by the Air Force and I have also read a performance report from Lockheed Martin.

It seems there are way too many discrepancies between <sup>what</sup> was presented to us and the facts from L.M.

NS-32



A singular case in point.  
L.M.I., states that the F35  
will be 75% louder than the  
F46 on take off, that would  
create an unbearable 145 db.

NS-32

A far cry from the air force  
presentation.

I believe that this facility  
and the surrounding towns  
would be devastated by the  
negative economic impact as  
well as the impact on schools  
and residences.

SO-7

EJ-2

SO-1

I for one do not wish to  
see or hear a F35.

GO-1

Jerry Bourque

**DON'T FORGET***A note from...***Ralph Putnam**

5/29/12

GS-1

Mr. Germanos,

I am in support of  
the basing of the F-35  
fighters at the Guard  
Base in So. Burlington, Vt.  
Having them based here  
will be a boost to our  
economy and defense.  
Therefore, it will make  
the additional noise level  
tolerable. The Green Mt.  
Boys deserve the best.

Very truly yours,

Ralph E. Putnam

**Ralph E. Putnam**

1-8

g/notes

Dear Mr. Germanos

The negative environmental impact (both noise and air pollution) associated with the F-35 aircraft is so great that I urge the air force (I beg the air force) not to base them in

AQ-1

GO-2

Burlington Vermont. The area is densely populated and so many lives will be negatively impacted by the noise in particular which is unacceptably loud. In addition Vermont is a place of natural beauty and as such a tourist destination. Loud planes →

SO-14



would have a negative impact  
on the tourism as well which  
contributes to Vermont's economy.

SO-14

Please don't ruin my home!

Thank you,

Sincerely,

-Rose Barrington  
fmb

P.S. I urge the air force to base these  
planes at a military air base not  
a small Nat. guard base in a pristine  
place. I also urge the air force to  
give careful consideration with ~~the~~ regard to  
the tax payers cost/benefit of the F35s ~~and~~ any hugely

expensive purchases.

SO-15

May 31, 2012

GS-1

To whom it may concern -

I am very proud the U.S. <sup>air</sup> National  
Guard base in South Burlington, Vt. has  
been chosen as one of the contenders for the  
"bedding" of F-35 fighters. Bring them on!

Sincerely,

Rose M. Connolly

*A personal note ...*

May 24, 2012

Dear Sir,

GO-2

We are strongly opposed to the F35's coming to Vermont.

We have lived in Windsor for almost 39 years, and been subjected to high levels of noise from the airport all that time.

We feel a more isolated place would be a better location.

Pat & Bill Querts



GO-2

We would rather give support to our National Guard personnel in other more creative, restorative ways - such as affordable housing and long term counseling.

Yes, indeed it is quite an honor to our Air Nat'l Guard that their base is so recognized but the long term cost to civilians is too high for this dense population - mostly made up of non-military people.

Our vote is for Utah based F35s.  
Thank you, Barbara & Dick Perez

May 28, 2012

Dear Mr. Germanos,

Our family lives next to I-89 in Winooski, 10 min. from the Air Nat'l Guard & Burlington Airport, three blocks from Exit 15. We are very accustomed to loud noises.

I have considered the possible placement of F-35s here for a long time and have "watched" closely the arguments pro and con.

All things considered, base-line is that we will be subject to twice the level of F-16s and base-line that is not acceptable.



**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: South Burlington VT  
 Date: Monday May 14 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I live in Winoski and I am opposed to  
Bringing the f-35A to the Burlington Airport

GO-1

I have lived near the airport for most  
of my life so I am used to the noise  
from aircraft. The current noise levels  
are annoying at times but tolerable. However  
any increase in noise would be too much, the  
predicted four fold increase would be very  
detrimental. I have a sixteen month old  
baby and am worried that she could suffer  
hearing impairment if the new planes come

NS-3

\*\*\*Please Print\*\*\*

Name: Caleb Marriott

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS  
 129 Andrews St., Suite 337  
 Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

here. I already cover her ears when the F16's fly by.

In addition to the health of my family I am concerned about the economic health of my community. The F-35A may create economic opportunity for some but for those in the vicinity of the airport it will decrease the value of our homes and disincentivise business from coming to Winnetka.

It seems clear to me that other sites that won't negatively effect residential areas would be a better choice for the F-35A.

Thankyou for your consideration





M195

**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: Boise Id  
Date: 2/4/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Again thank you to all involved in protecting us. Note from my child our air is already more polluted then it should be due to inversions trapping it in the valley at times not home air will travel this way and add to the problem. Children breath more than adults. Bringing these loud planes to our state will disrupt

\*\*\*Please Print\*\*\*

Name: WENDY FURTADO

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



people as well as the  
wildlife food chain please  
note that the last time  
louder planes were brought  
into that area the barn  
owls dropped dead in the  
Mt Home Twin Falls area.  
These barn owls are  
extremely delicate fragile  
fearful animals. Not only  
are these animals a  
part of the food chain  
they are also very import-  
ant to ranchers and  
farmers as they feed on  
mice. PLEASE have a  
study done on all of the  
above issues the BLM  
at Blacks Creek Reservoir  
maybe a little help as  
they are aware of prob-  
lems with noise and birds  
of prey.

BR-3

NS-31

also please note that  
most residents of Idaho  
are here for the peace  
and quiet and outdoor  
sports please do not  
take this away from  
our children's future!

GO-2

Sincerely  
Wendy Wicks



**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

**Location:** South Burlington Vermont  
**Date:** Monday May 14 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

As a resident (and homeowner) of Windsor Vermont and proud parent of a sixteen month old daughter, I strongly oppose the AirForce's proposal to beddown<sup>any</sup> F-35A aircraft at the Burlington AGS Vermont Site

GO-1

Bringing F35A aircraft to a residential setting at the predicted noise level as noted in the EIS - levels exceed compatibility and are not compatible with residential settings

LU-1

Why would the AirForce and political leaders choose potential profit over quality of life/environmental impact? A phrase that jumped out at me in the EIS. "Noise from aircraft operations would increase, but the wildlife in the area of Burlington IAP have become habituated to it. As such no impacts to wildlife, threatened and endangered

PA-4

\*\*\*Please Print\*\*\*

**Name:** Caroline Bergeron

**Address:** \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.



species, wetlands or plants would occur (pg. 7 EIS). Since the Burlington IAP area affected by the increase by up to 4 times louder - this habitat has never experienced this level of noise and the statement seems erroneous to suggest that increasing the sound decibels up to four times louder that the animals would get used to it. Implied in this that the residents too would become habituated to it.

BR-4

I cannot imagine the JETS flying over my house could get any louder than their current level.

I am confident any of the policy makers, politicians would not agree upon such a large scope project both financial environmental and social and residential if the sound affected their ability to communicate with their spouse or children because the sound level produced by the JETS F35A was at unhealthy / disruptive levels.

NS-8

Recently we have done a substantial renovation on our house.

Winoski, for various reasons is struggling in this housing market and economy. It has been predicted that our homes could decrease in value by twenty five to thirty percent.

SO-1

We cannot afford to have the F35A come to our area! We have lived in Winoski nine years and have made a commitment to our town and community.

Please do not jeopardize the rebuilding of our community by making it <sup>or</sup> even less desirable place to live because the F35A noise level is incompatible with residential settings. and

LU-2

My partner and 16 mo old daughter <sup>myself</sup> do not want to lose our home community and neighborhood when the Air Force has another preferred site alternative Hill AFB in Utah.

LU-1

Please strongly consider the amount of disruption to the daily lives of those people, including myself, who have to live on a daily basis with increased noise levels decided by those groups, and individuals who will not be impacted by the noise level.



**F-35 Operational Basing  
Public Hearing Comment Sheet  
Draft Environmental Impact Statement (EIS)**

Location: Winowski, VT  
Date: May 26, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I live in an area which is in the flight path of  
airplanes for Burlington Airport. The noise of the present  
Air Guard jets precludes any conversation. The noise level of  
the proposed F-35 jets would be much more invasive of our  
community.

Several schools are in the flight path and thus would  
be disrupted by the noise. Habitat of animals and birds  
in the nearby area would be decreased.

Chittenden County already suffers from a scarcity of affordable  
housing. With the needed removal of many homes in South  
Burlington, the housing shortage would increase. Remuneration to  
those people whose homes would be leveled does not assure that  
housing would be available for them and it's likely many would leave the county  
(over)

\*\*\*Please Print\*\*\*

Name: Carol G. Chapman

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes \_\_\_\_\_ No ☒

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

Even for those of us whose homes would not be removed,  
our property values would suffer a loss because of the  
noise pollution.

SO-1

Please do not consider Burlington as a possible  
base for the F-35.

GO-1

Carol H. Chapman





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: St. Lawrence County - NY State  
 Date: 5/23/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Concerning Viper low level airspace - VR and TR MTR's - what low level routes will be used in Viper complex - AA-3  
 pg-BR4-54 - 95% of F35 flights above 5000' MSL. Where are the 5% of flights below 5000' MSL to take place in Viper complex? what routes - how will noise be mitigated? Will it be above 56 dBdnm? How frequently and what routes?

Use of flares on Ft Drum Range - Given the history of fires on the air to ground range at Ft Drum and unexploded ordnance on the ranges - how are flare caused fires to be controlled? Will they be allowed to burn for weeks as in the past? SA-5

Describe the public response to a 6dB increase in sound from 49dba to 56dba. How will that be mitigated? NS-11  
 \*\*\*Please Print\*\*\*

Name: DAVID Duff

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

over



Are there any new low level routes  
being considered for F35A training? If  
so - where would new airspace be  
created for these low level routes?

AA-5

If low level routes are not part of the EIS  
for F35A had down - will low level routes be  
used by the F35A? Where - in what airspace  
how frequently -

Thank you S. Dull



United States  
Department of  
Agriculture

Forest  
Service

White Mountain  
National Forest

71 White Mountain Drive  
Campton, NH 03223  
Comm: (603) 536-6100  
TTY: (603) 536-3665

File Code: 1950

Date: May 25, 2012

Nick Germanos  
HQ ACC/A7PS  
129 Andrews Street, Suite 337  
Langley AFB, VA 23665-2769

Dear Mr. Germanos

Attached please find our comments on the F-35 Operational Basing Draft Environmental Impact Statement.

Our comments focus on the impacts of the use of the Yankee Laser and Condor Scotty Military Operation Areas by the aircraft proposed for location at the Burlington, VT Air Guard Station. Portions of this airspace are over the geographical extent of the White Mountain National Forest. Please see the attached comments for details of our concerns.

In addition to the comments we are requesting that you provide GIS shape files with appropriate metadata for the Yankee Laser and Condor Scotty airspaces (both the MOA's and the Air Traffic Control Assigned Airspace). This information should be sent to Roger Simmons, Natural Resources Staff Officer for the WMNF.

PI-14

I am also requesting you provide an electronic copy of the FEIS upon completion of that document.

If you wish to follow up on any of our comments please contact Roger Simmons at either [krsimmons@fs.fed.us](mailto:krsimmons@fs.fed.us) or 603 536-6205.

Sincerely,

THOMAS G. WAGNER  
Forest Supervisor

cc: Stacy Lemieux, Marianne Leberman





## White Mountain National Forest Comments on the F-35 Operational Basing Draft Environmental Impact Statement

Our comments focus on the noise impacts of the use of the Yankee Laser and Condor Scotty Military Operation Areas by the aircraft proposed for location at the Burlington, VT Air Guard Station. Portions of this airspace are over the geographical extent of the White Mountain National Forest, which is managed by the USDA Forest Service.

We feel that the discussion of noise impacts from the proposed use in these two areas (Yankee Laser and Condor Scotty) is inadequate to completely inform the decision maker of impacts to users of the White Mountain National Forest (WMNF). In particular, the DEIS lacks any analysis of impacts to the users of the 6 Congressionally designated Wilderness Areas contained within the WMNF and those portions of the Appalachian National Scenic Trail (AT) that lie beneath the MOA's.

LU-8

The Wilderness areas designated by Congress were set aside under the provisions of the Wilderness Act of 1964 (Public Law 88-577 (16 U.S. C. 1131-1136)) which includes the following "...An area of wilderness is further defined to mean in this Act an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which ... (2) has outstanding opportunities for solitude..." Many people using wilderness areas are there to experience the solitude of nature and expect to hear little or no noise that is obviously tied to human civilization. We agree with your statement (page MH4-76) that "Aircraft over flights can adversely affect the solitude of the wilderness experience for some individuals" and feel that the decision maker for this action should be informed about impacts to these areas and users. Discussion of wilderness areas and the AT should be explicit in all the airspace discussions where appropriate.

LU-8

In section 3.2.2.1 on page BR4-35, the DEIS provides the baseline noise levels for each of the airspace units. There is no reference made to how these measurements were determined though the general methodology is alluded to in an earlier paragraph. Appendix C in volume 2 (noise modeling) does not provide this explanation as one would expect it to.

NS-33

The DEIS indicates there will be a perceptible increase in noise within the Yankee Laser MOA (Table 2-12, page 2-31; section BR3.2.2.2, page BR4-35). The analysis in section BR3.2.2.2 (pages BR4-35 to BR4-37) is inadequate to disclose to the deciding official that one of the noise receptors will be recreation users in the WMNF Wilderness Areas. No mention is made of the wilderness areas in the text of the discussion. Given that noise will be increasing in an area set aside for solitude we believe this specific impact, even though it is below the 65  $L_{dnmr}$  level set for significance, should be disclosed. There should be an analysis similar to the one that is in the Mountain Home section, MH3.10.2.

LU-11

Page BR4-70 under ANG Scenarios 1 and 2. The assertion that *"although increases in the noise would be perceptible, and could cause annoyance, the overall noise levels would remain low"* is somewhat misleading. We believe that a more correct statement would be to acknowledge that annoyance is likely to increase particularly within the designated wilderness areas, though overall noise levels would remain below the significance threshold of 65  $L_{dnmr}$ .

LU-12

There are several research papers that we believe are germane to the issue of aircraft noise over wilderness areas which should be considered in developing your analysis of impacts. These papers offer

LU-13

## White Mountain National Forest Comments on the F-35 Operational Basing Draft Environmental Impact Statement

research results that aircraft noise is annoying to recreational users even when the noise is below harmful levels. Because the modeled F35 operations are projected to increase the noise levels over the wilderness areas within the WMNF, we suggest that you incorporate their findings in your discussion of impacts. We examined both the references sections for the DEIS and Appendix C and found no listing of these or other references related to noise impacts on recreational users. These papers are:

Fidell, S., et al, 1996, Effects of aircraft over flights on wilderness recreationists in *Journal of Acoustical Society of America*, Volume 100, Issue 5, pp. 2909-2918

Mace, B. L.; Bell, P. A. and Loomis, R. J., APR-MAY 1999, Aesthetic, affective, and cognitive effects of noise on natural landscape assessment, *SOCIETY & NATURAL RESOURCES*, Volume: 12 Issue: 3 Pages: 225-242 DOI: 10.1080/089419299279713

In addition to our concerns about adequate analysis of impacts to wilderness areas, we want to point out a few places where information is outdated or missing.

Table 2-12 (page 2-38) makes no mention of the wilderness areas or the AT, which we believe is an oversight since these types of areas are mentioned for the Mountain Home AFB.

Figure BR3-10.4 on page BR4-66 contains outdated information.

- The figure does not contain the latest changes in wilderness boundaries from the New England Wilderness Act of 2006. We can provide a current shape file of their boundaries within the context of the forest boundaries.
- The Yankee Laser airspace shown in the figure does not agree with the Yankee Laser airspace shown in Figure BR2.2-1, page BR4-7. We assume that Figure BR2.2-1 is correct.
- Table BR3.10-4 on page BR4-67 fails to mention the Caribou-Speckled Wilderness and the Wild River Wilderness as part of the WMNF under the Yankee Laser airspace. This table lists the "Great Gulch Wilderness" which should be relabeled as the Great Gulf Wilderness.

The paragraph on the Yankee Laser airspace on page BR4-68 fails to mention the Caribou-Speckled Wilderness and the Wild River Wilderness as part of the WMNF. Please also correct Great Gulch Wilderness to Great Gulf Wilderness.

LU-13

LU-14

LU-15

LU-16

LU-17





**F-35 Operational Basing**  
**Public Hearing Comment Sheet**  
**Draft Environmental Impact Statement (EIS)**

Location: Burlington, Vermont 05408  
 Date: \_\_\_\_\_

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Vermont's largest and most densely populated County is ~~not~~ No fit place for the proposed F-35 operations base. The proposed base will put too many people at risk of increased noise pollution, Air pollution and danger of an air disaster. The proposed Utah Operational base - remote and rural - is a far better choice for an F-35. Please select that site.

AQ-1

SA-1

GO-1

VRB

May 28, 2012

\*\*\*Please Print\*\*\*

Name: Victor R. Swenson

Address: \_\_\_\_\_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.